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Ontario Legislative Assembly

SESSIONAL PAPERS

VOL. XLIX.—PART X.

THIRD SESSION

OF THE

FOURTEENTH LEGISLATURE

OF THE

PROVINCE OF ONTARIO

SESSION 1917

149478
11/4/19

TORONTO:

Printed and Published by A. T. WILGRESS, Printer to the King's Most Excellent Majesty
1917



Printed by
WILLIAM BRIGGS,
Corner Queen & John Sts.,
Toronto.

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- No. 11 Report of the Registrar of Friendly Societies for the year 1916. Presented to the Legislature, April 6th, 1917. *Printed.*
- No. 12 Loan Corporations' Statements, being Financial Statements made by Building Societies, Loan Companies, Loaning, Land and Trust Companies for the year 1916. Presented to the Legislature, April 6th, 1917. *Printed.*

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- No. 22 Report upon the Hospitals for the Insane for the year 1916. Presented to the Legislature, April 6th, 1917. *Printed.*
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- No. 24 Report upon the Feeble-Minded of the Province for the year 1916. Presented to the Legislature, April 6th, 1917. *Printed for distribution.*
- No. 25 Report upon the Hospitals and Charities of the Province for the year 1916. Presented to the Legislature, April 6th, 1917. *Printed.*
- No. 26 Report upon the Prisons and Reformatories of the Province for the year 1916. Presented to the Legislature, April 6th, 1917. *Printed.*
- No. 27 Report upon the Neglected and Dependent Children of the Province for the year 1916. Presented to the Legislature, April 6th, 1917. *Not Printed.*
- No. 28 Report upon the operation of the Liquor License Acts in the Province for the year 1916. Presented to the Legislature, March 2nd, 1917. *Printed.*
- No. 29 Report of the Department of Agriculture for the year 1916. Presented to the Legislature, April 6th, 1917. *Printed.*
- No. 30 Report of the Ontario Agricultural College and Experimental Farm for the year 1916. Presented to the Legislature, April 6th, 1917. *Printed.*
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- No. 32 Report of the Ontario Agricultural and Experimental Union for the year 1916. Presented to the Legislature, April 6th, 1917. *Printed.*
- No. 33 Report of the Ontario Corn Growers' Association for the year 1916. Presented to the Legislature, April 6th, 1917. *Printed.*
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| No. 53 | Report of the Provincial Auditor for the year 1916. Presented to the Legislature, February 22nd, 1917. <i>Printed.</i> |
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| No. 60 | Return to an Order of the House of April 19th, 1916, that there be laid before the House:—A Return shewing, 1. If the T. & N. O. Railway quoted any special rate not authorized by its tariff or has been a party to the quotation of a special rate from any point or points in Ontario or Western Canada. 2. If so, to what shipper or shippers has such rate been given. Presented to the Legislature, February 20th, 1917. Mr. Munro. <i>Not Printed.</i> |
| No. 61 | Copies of Orders-in-Council made under the authority of the Department of Education Act, or of the Acts relating to Public Schools, Separate Schools or High Schools. Presented to the Legislature, February 20th, 1917. <i>Not Printed.</i> |
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| No. 63 | Return of an Address to His Honour the Lieutenant-Governor of the 16th February, 1917, praying that he will cause to be laid before this House, a Return:—1. Shewing all correspondence |

(including telegrams) since January 1st, 1916, passing between the Government of the Province of Ontario or any member, officer or official thereof, and the Government of the Dominion of Canada and any officer or official thereof in reference to the machine guns purchased out of the moneys of the Province of Ontario. 2. All correspondence since January 1st, 1916, passing between the Government of the Province of Ontario, or any member, officer or official thereof, and the Imperial Government, and any officer or official thereof, in reference to machine guns purchased out of the moneys of the Province of Ontario. Presented to the Legislature, March 1st, 1917. Mr. *Bowman*. *Not Printed*.

- No. 64 Return to an Order of the House of the 26th February, 1917, for a Return shewing:—1. How many charters or licenses have been issued to racing associations operating in Ontario since the year 1912. 2. What are the names of the racing associations or companies and the dates of the issue of the licenses or charters respectively. Presented to the Legislature, March 1st, 1917. Mr. *Carter*. *Printed*.
- No. 65 Return to an Address to His Honour the Lieutenant-Governor of the 11th April, 1916, praying that he will cause to be laid before this House a Return shewing:—1. Copies of all letters or telegrams, since the 1st January, 1915, which have passed between the Government or any official or agent thereof, and the International Nickel Company or the Canadian Copper Company or any officers or officials thereof, in reference to the damages done to the property of the farmers and others interested in the lands adjacent to the plant of the Canadian Copper Company. 2. Of all letters and telegrams which have passed between the Government, or any officer or official thereof—and particularly the Departments of Lands, Forests and Mines and of Agriculture—and Mr. Chas. McCrea, M.P.P., of Sudbury, in reference to the matters aforesaid or the operations of the International Nickel Company or the Canadian Copper Company, and the damage being done to the property in the vicinity of the operations of the said companies; and particularly the correspondence between either of the Departments and Mr. McCrea and Mr. Ponton and Mr. Jarvis, Valuers for the Canadian Copper Company. 3. Of all Orders in Council withdrawing lands from sale for agricultural purposes, at the instance or suggestion of the Canadian Copper Company. Presented to the Legislature, March 2nd, 1917. Mr. *Carter*, *Printed*.
- No. 66 Return to an Order of the House of the 19th February, 1917 for a Return shewing how many patients were regularly cared for in the Whitby Asylum during the year 1916. Presented to the Legislature, March 2nd, 1917. Mr. *Wigle*. *Printed*.

- No. 67 Return to an Order of the House of the 23rd February, 1917, for a Return of copies, 1. Of the pay-rolls of the Industrial Department of the Reformatory for the Province of Ontario, commencing November 1st, 1915, and ending October 31st, 1916, specifying the nature of the services rendered by those whose names appear in the Return. 2. Of the monthly payments by the Industrial Department of the Reformatory for the Province of Ontario to persons whose names do not appear upon the monthly pay-roll of the Industrial Department, specifying the nature of the services rendered by those whose names appear in the Return. Presented to the Legislature, March 2nd, 1917. Mr. Bowman. *Not Printed.*
- No. 68 Return to an Order of the House of the 3rd April, 1916, for a Return shewing: 1. The number of acres occupied by *bona fide* settlers on the lands purchased from the Government by Willis K. Jackson *et al.* under agreement bearing date the 14th day of June, 1912, particularizing the number of acres occupied each year since the date of the said agreement. 2. The number of settlers occupying such lands since the date of such agreement and the number respectively occupying the same for each year since the date of said agreement and the number of acres occupied by each settler. 3. The number of settlers who have lived up to the requirements of The Free Grant and Homestead Act and the regulations thereunder, and the number in default. 4. The number of farms required to be cleared by the Minister under Clause 4 of said agreement, and the actual number of such farms cleared, the amount of work performed, and the number and kind of buildings erected in accordance with the request of said Minister. 5. The number and extent of roads, bridges and other improvements, designating the nature of such improvements, required by the Minister to be done under Clause 5 of said agreement and the number and extent of such roads, bridges and other improvements completed in accordance with such request. 6. The number of schools and school buildings erected under Clause 6 of said agreement, and whether same are established and erected to the satisfaction of the Minister, also the location of such schools, particularizing those which are not satisfactory to the Minister and the reason for such dissatisfaction. 7. The amount of work required to be performed under Clause 7 of said agreement that has actually been performed, particularizing the nature and cost of such work, and the date each work was commenced and completed. 8. The number of acres cut over by the purchaser under Clause 8 of said agreement, and whether same cleared in accordance with the terms of said clause and to the satisfaction of the Minister; and whether the terms of said clause as to leaving 20 acres of wood for each farm have been complied with, and the kind of wood so left. 9. Whether all the timber cut by the purchaser has been manufactured in the townships of Kendry and Haggart,

and if not, the amount not so manufactured and the amount of timber disposed of outside of such townships, and to whom the same was sold. 10. The amount of timber that has been purchased from the settlers by the purchaser, and upon what terms were such purchases made; and how much and at what rate were the settlers paid for cutting and removing timber; and what was the rate charged to the settler for the use of the purchaser's teams. 11. The number and date of sales that have been made by the purchaser to settlers and the terms of such sales and copies of all agreements between such settlers and purchasers and as to whether the same have been approved of by the Minister. 12. The number of patents issued to settlers under Clause 13 of said agreement. 13. The extent of the lands upon which patents have been issued to the purchaser under Clause 14 of said agreement, and the nature and cost of the buildings built on same for which such patents granted. 14. All correspondence between the Government or any officer or official thereof and the purchaser or any of them, or any officer or official of such purchaser, and between the Government or any officer or official thereof and any settlers, relating to the whole or any part of the subject matter of the said agreement. Presented to the Legislature, March 6th, 1917. Mr. Lang. *Not Printed.*

- No. 69 | Return to an Order of the House of the 16th February, 1917, for a Return shewing:—1. All statements furnished by the Canada Copper Company, International Nickel Company, Mond Nickel Company, and any other company producing nickel, under section 8 of The Mining Act, respecting taxation since the 1st of January, A.D. 1915. 2. All reports from any Government Mine Assessor; made under the provisions of The Mining Act, in respect to the mining operations of the Canada Copper Company, the International Nickel Company or the Mond Nickel Company, particularly with reference to the taxes to be paid by the said companies, or any of them, under The Mining Tax Act. 3. All correspondence since the 1st day of January, 1915, between the Minister of Lands, Forests and Mines, or the Provincial Treasurer, or any officer or official of the Government, and the Canada Copper Company, the International Nickel Company, the Mond Nickel Company, and any other companies producing nickel, or any officer or solicitor for or on behalf of the said companies, or any of them, with reference to the amount of taxes or royalties paid or to be paid by the said companies or any of them, to the Provincial Treasurer of the Province, in respect of the ore mined or the mining operations carried on by them in the Province of Ontario. Presented to the Legislature, March 16th, 1917. Mr. Carter. *Not Printed.*

- No. 70 | Return to an Order of the House of the 9th March, 1917, for a Return shewing:—1. The number, kind and cost of buildings comprised in the Burwash Prison Farm property. 2. What is the number of acres of land belonging to or included in the Bur-

wash Prison Farm property, and of such land, how many acres are under cultivation, and how many acres are used for the purpose of pasture. 3. How many prisoners are there at Burwash Prison Farm. 4. What is the number of employees at the Burwash Prison Farm, and what is the amount of salary paid to each employee. 5. Were cattle or other animals shipped from the Burwash Prison Farm in the year 1916, and if so, what was the number so shipped, the total value of such shipments and the amount paid as freight charges thereon. 6. Were cattle or other animals brought to the Burwash Prison Farm from other places in the year 1916, and if so, what was the number so brought, and what were the names of the places from which said cattle or other animals were brought. Presented to the Legislature, March 16th, 1917. Mr. *Mageau*. *Printed*.

- No. 71 Return to an Order of the House of the 16th February, 1917, for a Return:—1. Shewing the names of all the Townsites established by the T. & N. O. Ry. Commission. 2. Shewing all the townsite lands sold by the T. & N. O. Ry. Commission on or after July 29, 1916, the towns in which they were situated, and the amounts received for each. Presented to the Legislature, March 20th, 1917. Mr. *Bowman*. *Not Printed*.
- No. 72 Copies of contracts with The Kinleith Paper Company, Limited, St. Catharines, Ontario; The Georgetown Coated Paper Mills, Limited, Georgetown; The Provincial Paper Mills Company, Limited, Toronto; authorized by Order in Council dated February 20th, 1917. Presented to the Legislature, March 21st, 1917. *Printed*.
- No. 73 Return to an Order of the House of the 19th February, 1917, for a Return shewing if the Canadian Northern Railway Company applied to the Minister of Lands, Forests and Mines to designate the lands or any part of the lands to be granted to the said railway as provided in section 3, 9 Edw. VII., chap. 71. 2. Has the Minister of Lands, Forests and Mines designated any such lands or any part of the same. 3. If such lands or any part of the same have been so designated, what is the total acreage so designated, and of what townships or part of townships does the same consist. 4. Have the said lands or any part of the same been surveyed. 5. If the said lands have not been so designated, why have they not been designated. Presented to the Legislature, March 21st, 1917. Mr. *Davidson*. *Printed*.
- No. 74 Return to an Order of the House of the 23rd February, 1917, for a Return shewing:—1. What amounts have been paid and upon what dates since January 1st, 1916, to the firm of Gunn, Richards and Company, Production Engineers and Public Accountants of 43 Wall Street, 43 Exchange Place, New York, or to any one acting for them, or on their behalf, on account of any

- Department of the Government. 2. What amounts, if any, are still owing to the said firm or any one acting for them or on their behalf. 3. What were the services rendered in respect to which such payments were made or liability incurred. 4. By what authority was the employment of the said firm authorized. Presented to the Legislature, March 21st, 1917. Mr. *Richardson*. *Not Printed*.
- No. 75 Return to an Order of the House of the 19th February, 1917, for a Return shewing:—1. The total capital expenditure to the end of the fiscal year for all purposes in respect to the Guelph Prison Farm. 2. Any further capital expenditures contemplated, and if so, to what amount. 3. How many prisoners, on the average, have been accommodated at the Guelph Prison Farm during the year 1916. 4. How many prisoners are now at the Guelph Prison Farm for offences against the criminal law. 5. What was the average number of prisoners at the Guelph Prison Farm during the year 1916 for offences against the criminal law. Presented to the Legislature, March 28th, 1917. Mr. *Ferguson* (*Kent*.) *Printed*.
- No. 76 Return to an Order of the House of the 28th March, 1917, for a Return shewing:—1. What was the total cost of the knitting plant installed at the Mercer Reformatory, Toronto. 2. From whom was such knitting plant purchased and what was the date of purchase. 3. When was the said knitting plant installed. 4. What amount was paid to operatives up to the 1st of March, 1917, for operating the said plant. 5. What is the value of the goods produced from the knitting plant. 6. Have the goods produced by the said plant been sold, and if so, to whom. Presented to the Legislature, March 29th, 1917. Mr. *Ferguson* (*Kent*.) *Not Printed*.
- No. 77 Return to an Address to His Honour the Lieutenant-Governor of the 19th February, 1917, praying that he would cause to be laid before this House a Return:—1. Of copies of all correspondence passing between the Government of this Province, or any member, officer or official thereof, and the Government of the Dominion of Canada, or any officer or official thereof, in reference to the care of Returned Soldiers. 2. Of all correspondence passing between the Government of this Province, or any member, officer or official thereof, and the Government of the Dominion of Canada, or any officer or official thereof, in reference to the establishment of Convalescent Homes for the care of Returned Soldiers. 3. Of all correspondence passing between the Government of this Province, or any member, officer or official thereof, and the Government of the Dominion of Canada, or any officer or official thereof, in reference to the relations between the Soldiers' Aid Commission and the Military Hospitals Commission of the Army Medical Service Corps. Presented to the Legislature, April 2nd, 1917. Mr. *Rowell*. *Not Printed*.

- No. 78 Return to an Order of the House of the 21st March, 1917, for a Return of copies: 1. Of all correspondence and documents at any time passing between the Director of Industries, Ontario Reformatory, and the Assistant Provincial Secretary, referring to Alexander McPherson, foreman, Ontario Reformatory Industries, and Fred. W. French, Assistant Director of Ontario Reformatory Industries, or either of them, or relating to any matters arising between the said Alexander McPherson and Fred. W. French. Presented to the Legislature, April 2nd, 1917. Mr. *Richardson*. *Not Printed*.
- No. 79 Copies of all Orders-in-Council made under the authority of the Department of Education Act or of the Acts relating to Public Schools, Separate Schools or High Schools, passed since the opening of the present Session of the Legislative Assembly. (*See No. 61.*) Presented to the Legislature, April 2nd, 1917. *Printed*.
- No. 80 Return to an Order of the House of the 30th March, 1917, for a Return shewing: 1. What has been the cost of the Ontario Nickel Commission since the 1st day of February, 1917: (a) For salaries or payments by way of remuneration or honorarium to each member of the Commission respectively; (b) For travelling expenses of each member of the Commission respectively; (c) For allowance in lieu of travelling expenses to each member of the Commission respectively; (d) For other purposes, specifying such purposes and amounts. 2. What honorarium, remuneration or salary is payable or to be paid to the members of the Commission other than G. T. Holloway. 3. Is the Chairman, G. T. Holloway, still in the Government employ at \$20,000 *per year* and \$10.00 *per day* in lieu of travelling expenses, and if so when will the obligation of the Government cease. 4. Are the travelling expenses of the said G. T. Holloway from Toronto to Great Britain to be paid by the Government in addition to the allowance made to him. 5. What were the services rendered by each of the following parties in respect of which payments were made to them for salary as shown in the Return of the 16th February, 1916, respectively: Professor George A. Guess, salary, \$1,250; F. Clithero, salary, \$388.54; G. W. Dixon, salary, \$359.03; A. L. Clark, salary, \$600.00; R. N. Dickson, salary, \$485.00; A. Stanfield, salary, \$200.00; E. M. Tozer, salary, \$306.60; E. A. Wilson, salary, \$210.73. Presented to the Legislature, April 4th, 1917. Mr. *Dewart*. *Not Printed*.
- No. 81 Return to an Order of the House of the 19th March, 1917, for a Return of copies of all correspondence between the Government of Ontario or any Member, officer or official thereof, and the Devonshire Race Track Company or any member, officer or official thereof, and in particular the correspondence between J. T. White, Esq., Solicitor to the Department of the Provincial Treasurer, and Hon. Dr. Reaume. Presented to the Legislature, April 4th, 1917. Mr. *Wigle*. *Not Printed*.

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| No. 82 | Return to an Order of the House of the 28th March, 1917, for a Return of:—1. Copies of: (1) Charter of the Gore Bay Riding and Driving Association. (2) Supplementary Letters Patent, dated 17th November, 1915, increasing capital stock to \$25,000, and changing name to “Northern Riding and Driving Association.” (3) Supplementary Letters Patent, dated 12th February, 1916, increasing capital stock to \$200,000. 2. Copies of all annual returns made by the said company. 3. Copies of all correspondence, and documents filed with the Government on the application for the issue of said Supplementary Letters Patent. 4. Copies of application for license to the Provincial Treasurer, and all correspondence and communications in connection with the issue of said license to hold a race meeting at Windsor. Presented to the Legislature, April 6th, 1917. Mr. Wigle. <i>Not Printed.</i> |
| No. 83 | Report of the Horticultural Experiment Station, Vineland Station, Ontario, 1906-1915. Presented to the Legislature, April 6th, 1917. <i>Printed.</i> |
| No. 84 | Report of the Soldiers’ Aid Commission of Ontario, 1916. Presented to the Legislature, April 6th, 1917. <i>Not Printed.</i> |
| No. 85 | Return to an Order of the House of the 12th March, 1917, for a Return shewing what was the number of prisoners in all gaols, reformatories and prisons in the Province of Ontario, on the thirtieth day of September, 1916. Presented to the Legislature, April 6th, 1917. Mr. Parliament. <i>Not Printed.</i> |
| No. 86 | Return to an Order of the House of the 26th March, 1917, for a Return shewing:—1. What was the total number of members of the Inside Civil Service of the Government of the Province of Ontario and the total number in each department thereof on the 31st day of July, 1914, the 31st day of July, 1916, and the 28th day of February, 1917, respectively. Presented to the Legislature, April 6th, 1917. Mr. Elliott. <i>Not Printed.</i> |
| No. 87 | Return to an Order of the House of the 16th March, 1917, for a Return shewing:—1. What tenders were received for each and every of the lots advertised for sale by George W. Lee, Commissioner of the Temiskaming and Northern Ontario Railway in the “North Bay Times” on Thursday, October 12th, 1916. 2. Which of the said lots have been sold by the said George W. Lee, the Temiskaming and Northern Ontario Railway Commission or any officer or official thereof. 3. What were the prices and terms at and upon which each and every of the said lots were sold by the said George W. Lee, the said Commission or any officer or official thereof. 4. Which of the said lots sold by the said George W. Lee, the said Commission, or any officer or official thereof, within the municipalities of Porquis Junc- |

tion, Matheson, Cochrane, and Englehart, or what proportion of each and every lot so sold lies within the municipalities. Presented to the Legislature, April 6th, 1917. *Mr. Mageau. Not Printed.*

- No. 88 Return to an Order of the House of the 21st March, 1917, for a Return of copies:—1. Of all reports for the year ending October 31st, 1916, of the superintendents of each and all the asylums, government prisons and reformatories in Ontario. 2. Of letters between Assistant Provincial Secretary and Fred Hill, relating to the dismissal of the said Fred Hill from the staff of the Ontario Reformatory at Guelph. Presented to the Legislature, April 6th, 1917. *Mr. Grieve. Not Printed.*
- No. 89 Return to an Order of the House of the 16th February, 1917, for a Return shewing:—1. What amount has actually been paid since January 1st, 1916, for war purposes, by the Government, out of the proceeds of the Provincial War Tax. 2. For what particular purposes have such payments been made and what are the date of such payments. Presented to the Legislature, April 6th, 1917. *Mr. Bowman. Not Printed.*

ELEVENTH ANNUAL REPORT
OF THE
ONTARIO RAILWAY
AND
MUNICIPAL BOARD

To December 31st, 1916

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO:
Printed and Published by A. T. WILGRESS, Printer to the King's Most Excellent Majesty
1917

Printed by
WILLIAM BRIGGS,
Cor. Queen & John Sts.
Toronto.

TO COLONEL, THE HONOURABLE SIR JOHN S. HENDRIE. K.C.M.G., etc., etc.

Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to transmit herewith the Eleventh Annual Report of The Ontario Railway and Municipal Board, for the year ending December 31st, 1916.

Respectfully submitted,

I. B. LUCAS,

Attorney-General

Parliament Buildings,
Toronto.

TORONTO, March 29th, 1917.

Re Eleventh Annual Report.

DEAR SIR,—I have the honour to send you herewith the Eleventh Annual Report of The Ontario Railway and Municipal Board, to December 31st, 1916.

I have the honour to be,

Your obedient servant,

H. C. SMALL,

Secretary.

The Honourable, the Attorney-General,
Legislative Buildings, Toronto.

ELEVENTH ANNUAL REPORT
OF
The Ontario Railway and Municipal Board
TO DECEMBER 31ST, 1916

TO COLONEL THE HONOURABLE SIR JOHN S. HENDRIE, K.C.M.G.,

Lientenant-Governor of the Province of Ontario in Council.

In pursuance of section 57 of "The Ontario Railway and Municipal Board Act," the Ontario Railway and Municipal Board beg leave respectfully to submit their Eleventh Annual Report.

SITTINGS OF THE BOARD.

The record of the sessions of the Board and an abstract of the proceedings, together with the Judgments or opinions of the Board, appear in the Appendix.

APPLICATIONS TO THE BOARD.

There were 523 formal applications made to the Board in 1916. Of the formal applications all those in which the parties were ready to go to trial have been heard and disposed of, except in a few cases where adjournments were granted to the parties at the request of Counsel or in order to procure further evidence, or to obtain Reports from Experts in connection with technical matters in question.

Some of the formal applications are still standing for trial, but the parties are not yet ready to go to trial, as in the more important matters the parties interested are showing an increasing disposition to take advantage of the opportunities afforded them by the Board's Rules for obtaining discovery and production, thus, to some extent, delaying the final dates of the hearing of the Applications, but in reality facilitating the final disposition at the hearings of the matters in question between the parties.

LAW STAMPS.

The amount of revenue collected by the Board in Law Stamps in the year 1906 was \$134.50; in 1907, \$703; in 1908, \$1,640.50; in 1909, \$2,484; in 1910, \$2,177; in 1911, \$2,279.50; in 1912, \$3,487; in 1913, \$6,512; in 1914, \$6,445; in 1915, \$7,079.50 and \$5,102.50 in 1916.

PROVINCIAL RAILWAYS.

An alphabetical list (under the names of the railway companies affected) of applications to the Board, during 1916 affecting Provincial Railways, is contained in the Appendix to this Report.

Extensions of, and improvements to, Provincial Railways during 1916, as reported to the Board, will be found in the Appendix, arranged alphabetically under the names of the companies.

Owing to the condition of the labour and material and moneymarkets, there was not as much railway construction under supervision by the Board as in normal years. The more important matters were the consideration of the plans for and the supervision of the construction of the Bloor Street Viaduct, and the investigation of the accident at Queenston, and the ordering and supervision of remedial works to prevent a recurrence of an accident at this place, so far as is humanly possible on such steep gradients.

REPORTS TO THE HOUSE.

In pursuance of Rule 61a of the House the Board has made enquiry into and reported upon six Financial Bills which were introduced last session into the Legislature. A list of these Bills so reported on will be found in the Appendix.

ANNEXATIONS OF TERRITORY.

There were five applications made in 1916 by cities, towns and villiages for annexation of additional territory thereto. An alphabetical list of annexation applications is contained in the Appendix.

VALIDATION OF MUNICIPAL DEBENTURES.

(Section 295 of "The Municipal Act.")

There were 106 applications to the Board under the above legislation in 1916, involving debentures of a total value of \$2,289,744.20. Acting under the powers conferred by the above legislation the Board was able to grant relief in all but one of these cases, thus validating debentures under more than 60 by-laws, affected by irregularities which would otherwise have required special Acts of the Legislature to make the debentures valid and saleable.

The amount of debentures validated by the Board during 1908 was over \$840,000; during 1909, over \$1,326,000; in 1910, over \$718,000; in 1911, over \$1,350,000; in 1912, over \$1,330,000; in 1913, over \$2,990,000; in 1914, over \$3,071,000 and \$4,172,912.01 in 1915. An alphabetical list of these applications filed in 1916 is given in the Appendix.

Owing to large expenditures by Municipalities for Patriotic purposes, and to the scarcity of labour and expense of borrowing money, debenture issues by Municipalities were, in the Board's experience, considerably less than in normal years, and the Board has reason to expect that when normal conditions again prevail Municipalities must necessarily make large issues of debentures to finance needed works wisely postponed for the present.

ASSESSMENT APPEALS.

The Board have heard thirteen assessment appeals during the year 1916. The assessed value of the property affected by these appeals was over one and three-quarter million dollars. An alphabetical list of these assessment appeals is contained in the Appendix.

RAILWAY RETURNS.

A summarized tabulation of returns by railway companies under the Board's jurisdiction, showing the details of their capital, assets, liabilities, operations, etc., will be found in the Appendix, alphabetically arranged.

ACCIDENTS.

A tabulated summary of accident reports received by the Board during the year 1916 appears in the Appendix and shows that 13 persons were killed and 356 injured during the year.

In 1908, 26 persons were killed and 391 injured; in 1909, 16 were killed and 340 injured; in 1910, 34 were killed and 399 injured; in 1911, 33 were killed and 541 injured; in 1912, 25 were killed and 537 injured; in 1913, 13 were killed and 710 injured, in 1914, 12 were killed and 613 injured, and in 1915, 30 persons were killed and 612 injured. This included 15 killed and 144 injured in accident at Queenston, July 7th, 1915. The Board has caused alterations and improvements to prevent a recurrence of a serious accident at this dangerous grade.

ONTARIO SAFETY LEAGUE.

Early in 1913 the members of the Board called together representatives of various organizations which were specially interested in the question of street traffic. Representatives were sent from the Board of Trade, Canadian Manufacturers' Association, City Council, Ontario Motor League, Board of Education, Separate School Board, Toronto Railway Company, Toronto District Labour Council, Boy Scouts, Team Owners' Association and many others. Every delegate realized that the question was one that dealt with actual dangers to which the public was constantly exposed, and each agreed that some definite and concerted action must be taken. After numerous conferences the Ontario Safety League was organized on the 17th September, 1913. The League has since done much good and vitally useful work towards lessening the dangers of travel, especially on congested highways.

PLANS.

Plans of Land Subdivisions.

Under "The City and Suburbs Plans Act" (Revised Statutes, Chapter 194), the Board considered during the year 18 applications for approval of Plans. An alphabetical list of owners of lands subdivided by these Plans will be found in the Appendix. One hundred and fifty-four such applications were considered in 1912; 213 in 1913; 137 in 1914 and 38 in 1915.

There were 5 applications to the Board in 1916 for approval of Plans under both the "City and Suburbs Plans Act," and Section 479 of "The Municipal Act," as re-enacted by Section 20 of "The Municipal Amendment Act, 1914." An alphabetical list of the owners of the land subdivided by these plans will also be found in the Appendix. There were 24 of such applications in 1915.

Under Section 479 of "The Municipal Act," as re-enacted by Section 20 of "The Municipal Amendment Act, 1914," the Board, in 1916, considered 8 applications. An alphabetical list of the owners of the lands affected will be found in the Appendix. There were 18 of such applications to the Board in 1915.

FORMS.

The Board has pamphlets (for distribution to parties interested) containing the following forms and specifications, namely:—

- (1) The Board's Rules of Practice, Specifications and Practice Forms.
- (2) Standard Specifications for Bridges, Viaducts, Trestles or other Structures.
- (3) Pamphlets containing copy of "The Ontario Telephone Act," and with information regarding Provincial Telephone Systems.
- (4) Forms under "The Local Improvement Act."
- (5) Specifications for Local Municipal Telephone Systems.
- (6) Forms under "The City and Suburbs Plans Act."
- (7) Forms for submission of a by-law or question to a Poll.
- (8) Forms of Affidavits in support of applications under Section 295 of "The Municipal Act."
- (9) Form for Return by Municipality operating Telephone System.
- (10) Form for Return by Company, etc., operating Telephone System.
- (11) Form for Tariff of Tolls for Telephone System.
- (12) Forms for Annual Reports by Railways, Waterworks and Gas Works.

EXTENSIONS OF MUNICIPAL UTILITIES APPROVED UNDER SUBSECTION 3 OF
SECTION 400 OF "THE MUNICIPAL ACT."

An alphabetical list (under names of the Municipalities) of extensions to public utilities made by Municipalities, and approved by the Board under the above subsection 3, will be found in the Appendix. The total of the debenture By-laws approved in 1916 to pay for these extensions is \$5,361,379.24. This, of course, does not cover extensions made under By-laws approved by the ratepayers, but only under by-laws approved by the Board under the above subsection 3. The amount of Debenture issues before the Board for these purposes in 1915 was over \$700,000.

MISCELLANEOUS MATTERS UNDER THE BOARD'S JURISDICTION.

A classified analysis of miscellaneous matters dealt with under the jurisdiction of the Board (arranged alphabetically under the names of the Municipalities, companies or persons affected) will be found in the Appendix. These include annexations, arbitrations, assessment appeals, Financial Bills reported to the House, bridges (dispensing with reconstruction of), Deviation County Boundary Roads, extension of debenture issue period under Municipal By-laws, extension of time to pass Municipal By-laws, applications under the (Municipal) Franchise Act, applications in respect of highways less than 66 feet in width, incorporations of towns and erection of villages into towns, interest increase By-laws of Municipalities, petitions against local improvements, applications under "The Public Utilities Act," applications regarding investments of sinking funds of Municipalities in such Municipalities' own debentures, approval of By-law for works ordered by the Dominion and the Ontario Railway Boards, Division into wards of towns or cities, and water supply to suburban districts.

PUBLIC UTILITIES.

We have the honour to submit reports for the year ending June 30th, 1916, upon radial electric and electric street railways, operating in the Province of Ontario under the jurisdiction of this Board.

The abnormal conditions prevailing owing to the war were in 1915 reflected in the reduced earnings of most of the Electric Railways—the number of passengers carried being substantially less than during the previous year. However, in 1916, most of the companies have shown an increase in passengers carried and in gross revenue.

The tabulations herewith submitted will exhibit the variation in the earnings of the various companies between 1915 and 1916.

The returns of the Municipalities operating gas and waterworks plants will be found in the Appendix. These returns are published from year to year by the Board. The demand for copies of the Board's Annual Report, for reference to these returns and statistics, is large and increasing from year to year.

H. C. SMALL,

Secretary.

March 29th, 1917.

TELEPHONE SYSTEMS.

Prior to the passing of "The Ontario Telephone Act" in 1910, telephone systems in the Province were subject to no supervisory authority, consequently little was known by the general public regarding the telephone in the rural districts. Since that date, however, the Board has organized a telephone department, with the result that the Province has now a record of every telephone system established in Ontario, with which the Board is in constant touch for the purpose of regulating and assisting them in the interest of the telephone user. Among the more important duties of the Board in connection with these telephone systems are:

1. The approval of charges for telephone service.
2. The ordering of interchange of service between neighboring systems within the Board's jurisdiction.
3. The approval of all agreements for interchange of service, including those made with the Bell Telephone Company of Canada, Ltd.
4. The approval of village and township by-laws granting the use of the highways to telephone companies.
5. The approval of by-laws providing for the establishment of telephone systems by municipalities.
6. The control and regulation of the erection of poles on highways for the purpose of preventing unnecessary duplication.
7. The prescribing of terms for the furnishing of service where applicant and the company are unable to agree.
8. The fixing of the price to be paid for the purchase of existing telephone plants in cases where municipalities propose to establish systems.
9. The approval of the transfer of the control of ownership of telephone systems.
10. The control or regulation of stock or bond issues or mortgage loans by telephone companies.

It may be noted here that each year since 1910, additions and amendments have been made to the Act, many of which have extended the judicial functions of the Board.

The following figures indicate the increase in the work performed by the Board in connection with the telephone systems within its jurisdiction since the enactment of "The Ontario Telephone Act."

In 1910 the Board had records of 210 telephone systems operating approximately 29,000 telephones; on December 31st, 1916, approximately 600 systems operating 80,000 telephones.

In 1910 the Board dealt with 72 formal applications, 69 of which were for the approval of connecting agreements with the Bell Telephone Company: in 1915 with 384 applications of which 274 were for the approval of "Bell" connecting agreements, and 110 from systems wholly within the Board's jurisdiction.

In 1916 the Board dealt with 178 applications from systems within its jurisdiction, an increase over 1915 of 68, and also approved 68 "Bell" connecting agreements. It must be here noted that while the approval of "Bell" connecting agreements require only routine work, almost every application from a system within the Board's jurisdiction necessitates an investigation by the Board's Expert, and in many cases a hearing by the Board, therefore an increase in the number of these applications imposes additional work upon the Board and its staff.

In 1910 the Board held three hearings on telephone matters; in 1916 48, of which 41 were out of Toronto.

In 1910 the number of telephone systems operated by municipalities was 13: at this date 65.

The Board is continually being called upon for advisory and supervisory assistance in connection with the establishment and operation of these systems, much of the Board's time and that of its Expert being occupied upon this important and useful work. In this connection the Board's Expert visited during the past year 30 points in different parts of the Province for the purpose of attending organization meetings, settling disputes, giving advisory assistance, etc.

Detailed statistics and other information relative to the telephone systems within the jurisdiction of the Board will be found in the booklet "Telephone Systems 1917," published concurrently with this report. This booklet will also contain "The Ontario Telephone Act" and all amendments thereto, including those contained in "The Telephone Amendment Act 1917"; forms of by-laws for use by municipalities establishing or operating telephone systems under the provisions of Part II of "The Ontario Telephone Act"; specifications for the construction of telephone systems, and other information.

FRANCIS DAGGER,

Electrical and Telephone Expert.

APPENDIX TO ELEVENTH ANNUAL REPORT OF THE ONTARIO
RAILWAY AND MUNICIPAL BOARD, 1916.

PROCEDURE FILE 1007.

Township of Sandwich East

vs.

Sandwich, Windsor and Amherstburg Railway.

(For Extension to Walkerville and Belt Line).

Feb. 21st. Hearing, pursuant to Appointment, 11 a.m., City Hall Windsor. Board directs that Accountants, Falls, Chambers & Co., set out in detail the deductions for the Windsor end, 1.63 miles, and that such Accountants, and also Operating Engineer, may give evidence before the Board in Toronto, on Mar. 15th, 1916, at 11.30 a.m., at the Board's Chambers.

Mar. 15th. Hearing continued, 11.30 a.m., 2.30 p.m., 4.15 p.m. to 5.30 p.m., pursuant to adjournment Board directs information to be furnished Applicant by Respondent, as detailed in Court Reporter's Notes. Hearing adjourned "*sine die*."

PROCEDURE FILE 1081.

Toronto

vs.

Toronto Railway Company.

(General Case.)

1916.

Jan. 11th. Engineer's Report filed.

Jan. 24th. Order.

Feb. 4th. Order.

Mar. 14th. Engineer's Report filed.

April 14th. Engineer's Report filed (See P. F. 2449, P. 228).

July 8th. Engineer's Report filed.

Toronto, January 11th, 1916.

RE-SEATING ARRANGEMENT OF CARS CONSTRUCTED BY
THE TORONTO RAILWAY COMPANY.

The Ontario Railway and Municipal Board, Parliament Buildings, Toronto.

GENTLEMEN,—The Toronto Railway had in stock at the time the recent order was issued for twenty-five cars, fifteen bodies of the convertible type, constructed for longitudinal seats in winter and cross seats with running boards in summer. In addition to these, they also had ten bodies ready for assembling. As there was some doubt as to whether sufficient interior width could be obtained in these car bodies, as constructed, with side panels, for the cross seats, it was decided to first

fit up one body only, with changed seating and upon examination I find, that notwithstanding the special cross seats which have been fitted, and the alterations to the longitudinal seat to give the maximum aisle space, the latter is still insufficient. This lack of space was clearly demonstrated in the test which was made, and with which your Board is already familiar. The object of the test being to ascertain what would be the effect of the restricted aisle space and cross seats, in this narrow type of car, as regards movement of people within the car and length of time required for people to get in and out during heavy traffic, as compared with the longitudinal seated car. A sufficient number of men were employed during the test to ascertain the advantages and disadvantages of both types of seating under crowded condition, and with a few people standing in the aisle.

It was noted, that the car body with the longitudinal seats provided more freedom of movement for people within the car, than in the case of the car body fitted with cross seats on one side, and on account of this greater freedom of movement, the length of time required for people to get in and out of the car with longitudinal seats was less than in the car body fitted with cross and longitudinal seats. Also, that the car body fitted with cross seats on one side, with a comparatively small number of people standing, was congested on account of the narrow aisle space. With one person seated in the cross seats there was apparently ample space, but with two people in the cross seats, the aisle space becomes very much reduced, as considerable of the space is taken up on account of the shoulder of the inside person projecting beyond the seat, into the aisle space. This was particularly noticeable when the car was fitted up with the panels in place for winter service, and not so noticeable in the car previously fitted up, with panels taken out for summer service, owing to the occupants of the cross seats being unable to sit as close to the outside of the car with the panels in place.

It was also found impracticable to have more than eight cross seats in this type of car body as constructed, on account of the necessity of providing longitudinal seats at both ends, to provide ample space for entrance and exit, thus cross seats would be provided for only sixteen people out of the total seating capacity of forty-two.

After weighing up the advantages and disadvantages of the two types of seating, as applied to the cars already built and taking into consideration the heavy traffic which is occasionally met with in the down-town districts of this city, the advantages of quick loading and unloading, and the method of fare collection, I have decided that it would be a greater disadvantage to change the existing cars and those which are advanced in construction by fitting them with cross seats, even on one side, than would offset any advantage gained by making it possible to take out the side panels for a few months in the summer.

I am therefore of the opinion, that in order to eliminate the running boards, the only plan would be to run these cars as closed cars, with longitudinal seats, and with suitable windows on the side on which the panels were previously fitted, and which could be opened and closed in order to afford ample ventilation during the warmer months of the year. This applies to the convertible cars in operation and those advanced in construction.

Respectfully submitted,

(Sgd.) J. C. ROYCE.

January 24th, 1916.

ORDER.

The Board having further considered its Order herein of Friday, the First Day of October, 1915, and having considered the report of its Engineer, Mr. J. C. Royce, herein, dated the 11th January, 1916, and having observed the tests of the cars of the Respondent equipped wholly with longitudinal seats, and also the car equipped in part with cross seats, orders and directs as follows

That the said Order of the Board bearing date Friday, the First Day of October, 1915, be and the same is hereby rescinded:

That the twenty-five cars of the fifty double-truck cars mentioned in the Order of the Board, dated the Sixth Day of November, 1914, shall be of the type and character of construction recommended in and by the said Report of the Board's Engineer dated 11th January, 1916.

And that the said twenty-five double-truck cars shall be constructed and in actual operation not later than the First day of March, A.D., 1916.

(Sgd.) D. M. McINTYRE,

Chairman

(Seal.)

February 4th, 1916.

ORDER.

Upon further consideration of the matters herein and of the Order of the Board made herein and dated the Sixth Day of November, 1914.

The Board orders that the balance of the Fifty double-truck cars mentioned in the said Order of the Board dated the Sixth day of November, 1914, other than those mentioned in the Order of the Board dated the Twenty-fifth day of January, 1916, and being Twenty-five in number, shall be constructed of the greatest possible interior width, having regard to the limitations imposed by the tracks and devil strip of the Respondent's Railway, and of a design to be approved by the Board on the recommendation of its Engineer.

And the Board orders that the said Twenty-five double truck cars shall be constructed and in actual operation not later than the Fifteenth day of May, 1916.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

Toronto, March 3rd, 1916

Re-Toronto Railway New Cars (P.F. 1081).

The Ontario Railway and Municipal Board, Parliament Buildings, Toronto.

GENTLEMEN,— I have made a further inspection of the progress of the work on the twenty-five cars ordered by the Board, and find that ten cars have been completed, a number of which are in service: five bodies are being fitted with trucks, and the remainder are under construction, the frame work of five being practically completed.

The delay in the completion of these cars, I understand, was due to the lack of men, and the slow delivery of material and equipment.

Yours faithfully,

(Sgd.) J. C. ROYCE.

Toronto, April 13th, 1916.

Report re—New Type of Car—Toronto Railway Co.

The Ontario Railway and Municipal Board, Parliament Buildings, Toronto.

GENTLEMEN,—I have examined the enclosed Plan submitted by the Toronto Railway Co., of the second twenty-five cars which they are to build.

You will note they show an increased width of approximately 3 inches, and have provided drop windows on the panel side.

I am of the opinion that this is the most suitable car that the Company is in a position to build at the present time to meet the existing conditions, and would therefore recommend that the design be approved for the second twenty-five.

Respectfully submitted,

(Sgd.) J. C. ROYCE.

Toronto, July 7th, 1916.

Re—Progress of Work on Toronto Railway Cars.

The Ontario Railway and Municipal Board, Parliament Buildings, Toronto.

GENTLEMEN,—I have made a further inspection of the work on the new cars at the Toronto Railway Company's shops, and find that the first twenty-five cars have been completed, and the second twenty-five are under way. The work on these is apparently being very much delayed on account of the men being engaged on alterations to the vestibules and the fittings of sliding windows in the old cars. I understand the Company have been pressed by the Health Authorities to carry out the work on the windows as soon as possible.

With the carrying out of these alterations, and with the present scarcity of skilled help, it is very doubtful if any of the second twenty-five will be ready for service by Exhibition time.

Yours faithfully,

(Sgd.) J. C. ROYCE.

PROCEDURE FILE 1732.

Application by the City of Toronto, under section 88 of "The Ontario Railway Act, 1906," for approval of plans of under and upper decks of proposed Bloor Street Viaduct.

June 14th. Drawing No. 226 (to replace Drawings Nos. 103 and 104 filed Dec. 2nd, 1913, and certified on Jan. 24th, 1914) filed for approval.

July 11th. Engineer's report, dated June 15th, 1916, filed *re* Drawing No. 226.

July 11th. Drawing No. 226 approved and certified.

June 15th.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined Plan No. 226 showing the amended floor system for the Bloor Street Viaduct, which will replace that shown on Plans Nos. 103 and 104.

The roadway portion is practically unchanged, but that carrying the railway tracks is entirely new. The original plans, 103 and 104, showed a curb between the roadway and the railway portions of the floor, with "T" rails on ties laid on stone ballast. The new plan, No. 226, shows the wood block paving continued all over the whole street between sidewalks, with girder rails weighing 125 lbs. per yd. resting on wood ties laid in concrete, which is placed on the top of the slab, which is now 8½ in. thick instead of 7½ originally shown. The weight per lineal foot of floor is practically the same, the difference being less than one per cent. in favour of the new design. In my opinion this makes a better looking floor than the original one, and I therefore submit this plan for your approval.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 2619.

.. International Bridge & Terminal Co.

vs.

Fort Frances.

(Assessment Appeal.)

Dec. 22nd. Approved draft Order filed.

Dec. 22nd. Order (dated Oct. 28th, 1914) issued.

ORDER.

Oct. 28th, 1914.

Upon this appeal coming on before the Board on the 28th day of October, 1914, at the Sittings held at the Town of Fort Frances on the said date pursuant to the appointment of the Board, in the presence of Counsel for the Appellants and the Respondents, upon hearing the evidence adduced and what was alleged by Counsel aforesaid:

(1) The Board orders and directs that the assessment roll of the Respondents for the year 1914 relating to the assessment of the Appellant's property in question in this appeal be amended as follows, that is to say: By inserting in column 5 thereof the word "Bridge" and by inserting in column 7 thereof the following words, "Part of Water Power Blocks Nos. 2 and 3, part of bridge of said company extending from Church Street in the Town of Fort Frances to the international boundary line, said portion of bridge being the whole of that portion situate within the limits of the Town of Fort Frances."

(2) And the Board finds and declares that the assessable property of the Appellants is exempt from payment of general taxes under the provisions of By-law No. 252 of the Respondents and is liable to be assessed for school rates only, and doth order and direct that the Appellants' said property be assessed accordingly.

(3) And the Board further orders and directs that the assessment of the property of the said Appellants, including the land and the erections thereon, be reduced from the sum of \$144,000.00 to \$30,000.00.

(4) And the Board doth further order and direct that the Clerk of the said Respondents, the Town of Fort Frances be and he is hereby directed to amend the said Assessment Roll of the said Respondents in accordance with this Order.

(5) And the Board doth not see fit to make any Order as to cost except that the Respondents do pay to the Board the sum of \$10.00 in law stamps.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 2713.

In the matter of the Petition of J. J. Hunt, et al, under section 9 of "The Local Improvement Act," R.S.O. (Chap. 193) as amended by section 42 of "The Statute Law Amendment Act, 1914," (Chap. 21), against proposed cement sidewalk on the south side of Birge Street, from St. Matthews Ave. to Oak Ave., in the City of Hamilton.

April 19th. Hearing, 11 a.m. to 12.15 p.m., pursuant to appointment. View by Board after hearing. Judgment reserved.

May 2nd. Judgment delivered refusing petition.

May 25th. Order.

OPINION OF THE BOARD.

This was an application by Mr. John J. Hunt for relief under section 9, subsections 2 and 3 of "The Local Improvement Act." The work with which the Applicant expressed dissatisfaction was a concrete sidewalk laid by the City Corporation opposite his property on Birge Street, after observing the formalities required by section 9 of that Act.

The Applicant's dissatisfaction with the work was based on the following grounds:

(1) That the work was not necessary;

(2) That the land was wholly or in part unfit for building purposes (section 24 (2));

(3) That his land was a corner lot, and as such entitled to special treatment under section 24, subsection (1) of the Act.

As to the first objection it was shown that the work was recommended to be done by the City Engineer as desirable; that the recommendation was adopted by the Board of Works of the Corporation, and a By-law was passed by the Council by the required vote authorizing the work to be undertaken. Under these circumstances the Board feels that it should require a strong case that the Applicant's rights were being prejudiced by the construction of the work before it should intervene and interfere with the discretion of the local authorities. No such case was in the judgment of the Board made out; but, on the contrary, a daily user of the walk by a large number of persons was shown;

(2) As to the second ground of complaint a view satisfied the members of the Board that the land did not fall within the category of a "lot wholly or in part unfit for building purposes;"

(3) As to the third ground of complaint enquiry disclosed that the Applicant had received the exemption customary in cases similar to this.

The application is dismissed, but without costs, the Applicant, however, to pay the Board's fee of \$15.00 in law stamps.

(Sgd.) D. M. McINTYRE,

Chairman.

Dated at Toronto this First Day of May, A.D. 1916.

ORDER.

1st May, 1916.

Upon the application of the Petitioners herein, and upon reading the petition of the said Applicants, and upon hearing what was alleged by Counsel on behalf of the Petitioners and the Corporation of the City of Hamilton, and hearing the evidence adduced, and having investigated the complaint of the said Petitioners,

This Board doth order that the said petition be and the same is hereby disallowed.

And this Board directs that the said Petitioners pay the sum of \$15.00 for law stamps on this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 2753.

Re Toronto and Toronto & York Radial Railway Company,

(Shelter at Sunnyside for Toronto & York Radial Railway Company.)

June 30th. Hearing continued pursuant to appointment issued by Board and adjourned "sine die" owing to City not being prepared to proceed with erection of shelter.

PROCEDURE FILE 2786. P. 277.

J. S. Ross, et al,

vs.

Dominion Power & Transmission Co.

(*Re* Lavatories, etc., on Radial Cars and at Grimsby.)

Appeal dismissed by Privy Council by Judgment dated July 18th, 1916.

Nov. 2nd. Order issued directing compliance with Order of May 10th, 1915.

Dec. 1st. Plans and specifications for sanitary conveniences filed.

ORDER.

2nd November, 1916.

This Board, having by its Order, dated the Tenth day of May, 1915, directed that the Respondent Company do file plans and specifications for sanitary conveniences on their passenger cars and at their passenger station at Grimsby, and the said Respondent Company having appealed from the said Order to the Appellate Division of the Supreme Court of Ontario on the ground that their railway was not under jurisdiction of the Province of Ontario but under the jurisdiction of the Dominion of Canada, and the said Appellate Division having dismissed the said appeal, and the said Railway Company having further appealed to the Lords of the Judicial Committee of the Privy Council, and the said the Lords of the Judicial Committee of the Privy Council having, by their judgment dated the 18th day of July, 1916, dismissed the said Company's appeal, and this Board having notified the said Company to comply with its said Order of the 10th day of May, 1915, which notice was received by the said Company on the 21st day of October, 1916.

The Board orders that the said Respondent, the Hamilton, Grimsby & Beamsville Railway Company, do, within thirty days from the date hereof, file with the Board complete plans and specifications for sanitary conveniences on their passenger cars and at their passenger station in the Village of Grimsby, upon the filing of which plans the Board will fix the time to complete the installation of the said sanitary conveniences.

And the Board orders that the Respondent do pay the sum of \$5.00 for law stamp on this Order and reserves further direction and Order herein.

(Sgd.) D. M. McINTYRE,

Chairman.

PROCEDURE FILE 3045. (P. 222.)

(See P. F. F. 1732 and 1732a.)

In the matter of the approval of Contractor's Plans Bloor Street Viaduct, Toronto.

(Hamilton Bridge Co., Contractors Don Section.)

Jan. 20th. Engineer's Report on inspection filed.

Jan. 20th. Drawings A and B and Nos. 1 to 9, inclusive, filed.

Feb. 3rd. Engineer's Report *re* Drawings A and B, and Nos. 1 to 9, inclusive, filed. Plans approved and certified.

March 18th. Drawing No. 23 (*re* 281 ft. 6 in. span) filed.

March 24th. Engineer's Report *re* Drawing No. 23 filed. Plan approved and certified.

April 4th. Drawings Nos. 15, 16, 17 and 18 filed.

June 17th. Drawings Nos. 1 to 15, inclusive, and 19 to 22, inclusive, and Diagram D, filed.

July 12th. Engineer's Report *re* Drawings Nos. 1 to 22, filed. Plans approved and certified.

July 4th, 1916.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the Hamilton Bridge Company's plans of the 281 ft. 6 in. arch span, Don Section, Bloor Street Viaduct, Nos. 1 to 22, inclusive, and erection Diagram "D."

I have carefully gone into all the calculations and stresses in the details and connections, and now report that the results are satisfactory to me.

These plans are therefore submitted for approval by your Board.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

March 22nd, 1916.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the Hamilton Bridge Company's Plan No. 23, Contract 4302, of the Cast Steel Shoes for the Lower Pin Bearings of the 281 ft. 6 in. arch span, Don Section, Bloor Street Viaduct, and beg to report that it is satisfactory to me.

I therefore submit this plan for approval.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

January 31st, 1916.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the Hamilton Bridge Company's Drawings Nos. 1 to 9, inclusive, showing the details of columns, floor beams and stringers for piers A, B, C, D, E, F and G, Don Section, Bloor Street Viaduct. I have checked over all the stresses therein and find them satisfactory. I therefore return those plans, together with Diagrams A and B, for the approval of your Board.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

December 30th, 1915.

*The Chairman, The Ontario Railway and Municipal Board, Toronto.**Re Bloor Street Viaduct.*

SIR,—I have to report that since April 9th last I have made various visits to the works being carried on in connection with this viaduct, and give the dates of these visits and notes taken at the time of what I saw, as follows:—

April 9th. Saw the work being done by Messrs. Quinlan & Robinson, contractors for the Don Section. The excavation for the north foundations of Pier D was finished, and the concrete was being put in. Inspected the shale rock bottom of the south half of the foundation for this pier, about 40 ft. below the ground surface. This shale was excavated to a depth of 4 ft. to assure a solid footing in the rock. I understand borings were made from this level for a further depth of 13 ft. to ascertain the thickness of the rock below the footing. The contractors are excavating the foundations for Pier C, east of the Don River, and are now in very wet blue clay.

April 15th. Accompanied Mr. Ingram and yourself over the Don Section in the afternoon and saw the contractors concreting the south footings of Pier D, and excavating Pier C, which is still very wet clay.

April 29th. This morning I examined the foundation for Pier C, which is ready for concreting. The excavation is extended 4 ft. down into the solid shale rock and about 40 ft. below the surface of the ground. The water is coming down the face of the clay, probably from the sandy soil above it, which doubtless receives it from the river. The shale was drilled 14 ft. below the foundation to test its thickness, and was found to be the same material all through.

June 2nd. Went to the Rosedale Section this afternoon and examined the foundation of Piers H and J. The material is the same formation as on the Don Section, but with very little water. The excavation at Pier J is not yet quite completed in all the holes. The east end excavation, Pier H, is partly filled with concrete, and concreting on the next one will be started to-night. The foundation was tested by drilling 10 ft. further into it and the shale was found solid all through. The footings are carried 5 ft. below the top of the shale. The contractors are concreting some of the pedestal piers on the approaches, the foundations of which are on hard blue clay. Regarding the Don Section, the contractors are still concreting the footings for Pier C, also excavating for Piers B and E, and placing the forms for the lower section of Pier D above the foundation.

June 24th. Examined the foundation of Pier B this morning. The foundation level is carried down to 4 ft. below the surface of the rock. Drill tests made showed solid shale rock 13 ft. below the foundation level. There is a little more lime in this rock than in that of Piers C and D. The concreting for the last of the caissons in Pier C has been completed to about 12 ft. from the ground surface. The concrete base on the top of the caissons on Pier D is finished and the forms are up for the cross wall at arch ribs. Excavation started for Pier E. The excavation at Pier F is nearly done, except at north end, where it is proposed to carry it down 6 ft. deeper into the hard blue clay to secure it from any side pressure which might occur, owing to the slope of the hillside.

July 20th. Went to the Rosedale section and saw contractors excavating for the approach pedestals in the hard clay. The forms for Piers H and J for the first section above the foundation are being built.

On the Don Section the concreting for footings of Pier F, 6 ft. thick, with reinforcements each way, is being completed. Contractors driving steel sheet piling for Pier E, having done some little excavation here. At Pier D, forms are up for the moulding and part of the cross walls for the arch ribs are concreted. Forms are being put up for the lower section of Pier C. At Pier B, the two north excavations are concreted and the two south ones are taken out for a depth of about 30 ft. There is a little trouble with the side hill at Pier A, which is being excavated.

August 16th. Contractors are having trouble with landslides on Pier F at south end, owing to the wet weather some days ago. These slides broke the forms which were erected for the sides of the pier. Concreting has been stopped and the forms will have to be rebuilt after the earth is removed. Some of the concrete is in the north end. Excavation going on in Pier E, but steel sheet piling has been forced out of line by the earth pressure and some of it had to be taken out and re-driven. The forms have been removed from the concrete of Pier D as far as the top of the lowest end bull-noses. The granite rib-seats are in position at the east side of this pier. The forms are up for Pier C to about the level of the granite rib-seats and concreting will be done to this level shortly. The footing of Pier A was laid in concrete on the hard clay, but the hillside has fallen in and it will be necessary to change the plan of this pier and add an additional 20 ft. span to carry the approach further into the hill.

Sept. 23rd. Visited the works this morning with Mr. Ingram and yourself. On the Rosedale Section the west abutments are concreted level with the floor line, and the foundations for the end retaining wall along the hillside are now being dug. The pedestals are all complete for the two 20-ft. spans between the end abutment and Pier J. Pier J is finished from the ground to the rib-seats, and the forms are up for the hollow portion of the pier above this level; also for Piers I and H. The foundations to the approaches are being dug on the east end of the bridge.

On the Don Section the west abutment foundation is being excavated and preparations are being made to concrete the retaining wall on the south side. Piers G and F are above ground and the two north caissons are in on the rock foundation for Pier E. The south half of this pier has not yet been excavated to the rock. Piers C and D are up above the granite rib-seats and the forms are in and concreting is going on for the hollow walls above this level. Pier B is well above ground and will soon be up to the same level. New plans are being prepared for the east abutment, and the excavation for the foundation is now going on.

November 13th. Rosedale Section. All piers are finished to lower deck level. The concrete for the west approach retaining wall is well advanced and the work will soon be ready for the steel.

Don Section. Contractors are concreting south wall of west approach and excavating for the foundations of the column pedestals. Foundations for Pier E, south end, are not yet quite complete to ground level. Work on Piers B, C, D, is about stopped for the winter and they are practically level with the lower deck floor. Pier A is up to about the same level and the side walls and pedestals

are being finished to enable the filling to be done before the frost sets in so as to prevent the hill sliding. The Hamilton Bridge Co.'s erecting crane has arrived and some of the stringers for the west approach.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3068.

Application by the Municipal Corporation of the Township of Euphrasia, under section 7 of "The Telephone Amendment Act, 1915," for extension of period within which to pay for the cost of establishing the Beaver Valley Municipal Telephone System over 20 years.

May 25th. Order.

ORDER.

May 25th, 1916.

Upon the application of the above named Corporation, upon hearing Counsel on behalf of the Applicant and evidence submitted in support of the application, upon reading the petition of a majority of the subscribers to the Beaver Valley Municipal Telephone System, the report of the Board's Electrical and Telephone Expert, and other material filed,

The Board orders that the Council of the Municipal Corporation of the Township of Euphrasia is hereby authorized to provide by by-law that payment of the debentures to be issued to pay the cost of the work of establishing The Beaver Valley Municipal Telephone System may be extended over a period not exceeding twenty (20) years.

The Board makes no order for costs, save and except that the Applicant shall pay \$10.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3099. (P. 225.)

Application by the City of Toronto for approval of Contractor's Plans, Bloor Street Viaduct, (Dominion Bridge Co., Ltd., Contractor Rosedale Section).

Jan. 5th. Drawings Nos. 51, 52, 59, 62, 64 and 65, *re* 190 ft. span, filed (59 revised).

Jan. 20th. Engineer's Report on inspection of work filed (see P. F. 3045).

Jan. 20th. Engineer's Report *re* Drawings Nos. 45 to 65, inclusive, and Erection Diagram E6-7-8, 190 ft. span, filed and Drawing, etc., approved and certified.

January 19th, 1916.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the Dominion Bridge Company's Drawings Nos. 45 to 65, inclusive, and erection diagram E6, 7 and 8, of the 190 ft. span, Rosedale Section, Bloor Street Viaduct, and have calculated all the stresses in the connections and other details, and find them entirely satisfactory.

I therefore recommend these drawings for your approval.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3132.

Application under section 23 of "The Ontario Telephone Act," by the Township of Johnson, for an Order declaring J. P. Quinn, Jacob Shewfelt and Chas. Stewart to be subscribers within the meaning of subsection (f) of section 2 of "The Ontario Telephone Act" and liable for repayment of their share of the cost of establishing and maintaining the Telephone System of the Applicants.

Jan. 17th. Order, dated Oct. 6th, 1915, issued.

ORDER.

October 6th, 1915.

Upon the application of the Applicant, and upon hearing evidence for all parties at a sitting of the Board held at the Village of Desbarats in the District of Algoma, on the 21st day of June, 1915, and upon hearing Counsel for all parties, and this Board was pleased to direct this application to stand over for judgment, and the same coming on this day for judgment.

This Board orders and declares that the Respondents and each of them duly signed a petition presented to the Council of the Applicant Municipality, praying for the establishment of a telephone system in accordance with "The Ontario Telephone Act," and that they are subscribers within the meaning of the said Act, and that their names were not, nor were any of them removed from the petition, and that no valid reason has been advanced to warrant the removal of the said names or any of them from the said petition, and that as signers of the petition they are liable as subscribers, respectively, and that their several properties are liable to the special rate levied and to be levied by the Applicant Municipality to discharge the debt incurred by the Applicant Municipality in establishing the said telephone system, and also their proportionate share of the cost of maintenance of the same.

And the Board makes no order as to costs, save and except that the Respondents shall pay the sum of \$15.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3298.

BETWEEN:

Rev. Charles Piercy and C. W. Parliament,

Appellants,

—and—

The Spanish River Pulp & Paper Mills, Ltd.,

Respondent.

(Assessment Appeal.)

Dated Dec. 13th, 1915.

Jan. 17th. Order—in the form of approved draft filed, issued.

ORDER.

December 13th, 1915.

Upon the application of the above named Appellants, in the presence of the Respondent and the Separate School for the Town of Sturgeon Falls, upon hearing the evidence adduced on behalf of the Appellants and Respondent, and upon hearing Counsel for the said parties, the Board orders:

(1) That the appeal be allowed.

(2) That the fixed assessment of \$800,000 under By-law No. 300 of the Town of Sturgeon Falls does not extend to the lands and buildings appearing on the assessment roll for 1915 as numbers 1881 and 1882, 1980, 1981 and 1982, 2030, 2031 and part 2029, amounting in all to the assessed value of \$3,525, and the said lands and buildings must be taxed for general purposes, including school purposes, apart from the fixed assessment under the said By-law.

(3) That the assessment of the remaining properties included in the fixed assessment of \$800,000 on the assessment roll for 1915, being numbers 1957, 1958, 1959, 1960, 1961, 1964, 1965, 1966, 1967, 1968, 1969, 1973, 1975, 1976, 1977, 1978, 1979, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 2005, 2006, 2007, 2008, 2009, 2010, 2012, 2013, 2014, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029 and 1997, be raised and adjusted so that they will amount in the aggregate to the sum of \$800,000.

(4) That there be restored to the Public School column of the assessment roll of the Town of Sturgeon Falls for 1915 the entire assessment of the Respondent, the Spanish River Pulp & Paper Mills, Limited, for school purposes, and that the school taxes collected from this assessment of 1915 be devoted to the uses of the Public School only of the Town of Sturgeon Falls.

(5) The Board does not see fit to award costs to any of the said parties but orders that the Respondent, the Spanish River Pulp & Paper Mills, Limited, do pay the sum of Twenty Dollars (\$20.00) for law stamps.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3320. (P. 236.)

(See P. F. 3857.)

Application by the City of Toronto, under section 129 of "The Ontario Railway Act," for an Order approving of Level Crossing of the Toronto Suburban Railway by the Toronto Civic Railway, at Davenport Road.

June 8th. Application filed by Toronto Suburban Railway Co., for change of gauge and grade and renewal of tracks and enforcement of Order of Nov. 26th, 1915, herein. (P. F. 3857.)

Nov. 1st. Friday, the 3rd inst., at 2.30 p.m., at Board's Chambers fixed for argument of question of incidence of expense. Separate Order to be issued as to this.

Nov. 2nd. Application as allowed by Board filed by City for approval of temporary crossing—to be heard 3rd inst., at 2.30 p.m.

Nov. 3rd. Hearing of City's application for temporary diamond 2.30 to 2.55 p.m. If City succeeds on its present Injunction Motion before Falconbridge, C.J., Order for temporary diamond to issue *pro forma*, notwithstanding any appeal from Order of Falconbridge, C.J. Company waiving notice to attend further Hearing.

Nov. 3rd. Argument as to Incidence of Expense of protection at crossing, 2.30 to 3.15 p.m. Counsel for City to file and serve on Company memo. of authorities. Company to have right to file memo. in reply. Judgment reserved.

Dec. 18th. Judgment, dated 9th inst., delivered.

OPINION OF THE BOARD.

By Order dated 26th November, 1916, the Board directed that the proposed crossing by the Civic street car tracks over the Toronto Suburban Railway at the intersection of Lansdowne Avenue and Davenport Road should be equipped with safety appliances as in said Order mentioned. The question, reserved by the former Order of the incidence of the cost of the equipment, comes up now for consideration.

By a series of decisions of the Board of Railway Commissioners for Canada in *pari materia*, perhaps not binding as authorities upon this Board, precedents weighty and cogent for dealing with this matter have been established. The practice of the Board in such cases is clearly set out by Assistant Chief Commissioner Scott in the case Edmonton Street Railway Company v. Grand Trunk Pacific Railway Company, as reported in 15 Can. Ry. Cas. at p. 451:

"The Board has a well established practice, where one railway seeks to cross another, of putting the entire cost of the construction of the crossing as well as the entire cost of the construction and maintenance of any protective device which it may order on the junior road. We have also a well established practice of considering a municipally-owned street railway as senior to the tracks of a steam railway which a municipality seeks to cross with its street railway if the street upon which the street railway is to be operated over the steam railway was a street at the point of crossing prior to the construction of the steam railway. That is the seniority of the street at the point of crossing is

taken to give seniority to the street railway, because the operation of a street railway is but one of the many ways a municipality might carry traffic along its street."

To the same effect is the case *City of Edmonton v. Grand Trunk Pacific and Canadian Northern Railway Companies*, 15 Can. Ry. Cases, p. 443, where leave was granted to the City of Edmonton to carry its electric railway along a city street across the tracks of the two respondent companies. Discussing the incidence of the cost of certain safety devices which were ordered, Chief Commissioner Mabee says at p. 444:

"The question then arises as to the payment of the expense of installing and operating this protective plant. If this were not an electric railway, owned and operated by the city, the rule would be that the junior company should bear the cost; but the application of that rule does not seem reasonable in the case of a municipal road. Here, the city only proposes to use its own streets for the purpose of this electric road; and it seems absurd that it should be asked to pay all the expense of protecting a crossing on its streets of another road.

The title in the street at the point in question, of course, is not in either the Grand Trunk Pacific or Canadian Northern; the control was entirely in the city, and the railway companies are there only with the city's approval, sanctioned, of course, by this Board.

This is entirely different from a railway asking leave to cross the right-of-way and tracks of another road where the title to the right-of-way is in the latter company. Here, the city is not asking to cross any rights-of-way of the steam roads, but merely to cross the rails of the latter lying on the city streets. In this view, the rules of apportioning cost upon the basis of junior and senior road have no application. The city should be at the expense of putting in the diamond and of the crossing; but the expense connected with the protective appliance and its maintenance should be borne equally by the city and the two railway companies."

It was suggested by Mr. Royce that, as (which is admitted to be the fact) Lansdowne Avenue and the Civic railway laid on it are junior to the Toronto Suburban Railway, the rule referred to above, which is generally adopted as between junior and senior railways, should be applied here. It seems to the Board that the test of the matter is to be found, not in the relative priorities in time of Lansdowne Avenue or the Civic Railway on the one hand, and The Toronto Suburban Railway on the other, but rather of Davenport Road and the Respondents' railway. The City may carry its railway along Lansdowne Avenue lying north and south of Davenport Road without regard to the Respondents' railway. It is only when the City's railway seeks to cross Davenport Road that contact is had with the latter and that contact is had upon terrain which as part of Davenport Road was impressed with the attributes of a public highway long before the Respondents' railway was laid upon it. This being so, the principle of the cases above cited seems applicable, and the company cannot be heard to say that the City's highway or railway is junior to its system and must therefore bear the entire cost of the protection ordered for the crossing. True, the terrain in question serves to link together the portions of Lansdowne Avenue lying north and south of Davenport Road but that is an incident not relevant to the matter in hand.

Adopting the practice of the Board of Railway Commissioners for Canada in analogous cases, the Board will order that the City should at its sole cost put

in and maintain the diamond and crossing, and that the cost of the installation, maintenance and operation of the protective appliances to be made and done by the City, should be borne equally by the City and the Company.

There will be no costs to either party, but the City should pay \$40.00 in law stamps on the Motion.

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

Dated at Toronto, the Ninth Day of December, A.D. 1916.

PROCEDURE FILE 3341. (P. 238.)

Application by The Berlin & Northern Railway Company under sections 70, 71 and 76 of "The Ontario Railway Act," for approval of Plan, Profile and Book of Reference of proposed extension of its Railway and the portion already constructed.

Feb. 3rd. Engineer's Report filed.

Feb. 3rd. Plans approved and certified.

January 20th, 1916.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the general plan and profile of the Berlin and Northern Railway from Ahrens Street, in Berlin, through the Village of Bridgeport to its present terminus, about a mile east of this Village. The bridge at Margaret Street is now under the consideration of your Board and the Railway Commission at Ottawa, and is the subject of a separate report from me. The other bridges and culverts shown have been already examined and reported on by me and are good for the standard loading required by your Board's specifications.

This general plan and profile is now satisfactory to me and I therefore recommend its approval by your Board.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3373.

BETWEEN:

The Corporation of the Township of Barton,

Applicant,

—and—

The Corporation of the City of Hamilton,

Respondent.

(For water supply and sewage connection under Agreements, etc.)

June 19th. Hearing, 11 a.m., pursuant to Appointment. Application not proceeded with as it has been held (Township of Barton vs. Hamilton, 13 O.W.R. 118) that Application should be made by residents entitled.

PROCEDURE FILE 3379^a.

BETWEEN :

David Melvin, George Earle, Sherman Christie, Arthur Christie, Robert Bruce,
Alexander Duncan, Adam Gainer and John Scott,

Applicants,

—and—

Albert E. Glasgow, and The Bell Telephone Co. of Canada, Ltd.,

Respondents.

(Under section 34 of "The Ontario Telephone Act.")

June 10th. Application filed.

June 23rd. Hearing, pursuant to Appointment, 11 a.m., Board's Chambers.

July 3rd. Order.

ORDER.

July 3rd, 1916.

Upon the application of the above named Applicants, in the presence of the Applicants and Respondents, upon hearing the evidence adduced on behalf of the Applicant and Respondents, and upon hearing Counsel for the Applicants,

The Board orders and declares that the Respondents, the Bell Telephone Company of Canada, Limited, and A. E. Glasgow, having failed to obtain the approval of this Board to an agreement made on the 24th day of July, A.D. 1912, the said agreement shall have no force or effect, and that the Respondents shall not on and after the 24th day of July, A.D. 1916, charge or collect any toll for the interchange of telephone messages or conversations under the said Agreement.

And the Board makes no Order as to costs or other payment for law stamps in connection with this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3388. (P. 244).

In the matter of a serious accident on the Niagara Falls Park and River Division of the International Railway Co., at Queenston, July 7th, 1915, resulting in the loss of lives of many passengers.

May 26th. Order (after several conferences and inspections by the Board) confirming Engineer's Report of 10th November, 1915, and directing repairs and betterments and making operating regulations to ensure safety.

June 7th. Engineer's Report on Buffalo Standard Fenders filed. Order made approving such Fender subject to said Report (See P.F. 3849).

June 9th. Engineer's Report filed.

June 27th. Engineer's Report filed.

August 12th. Engineer's Report filed.

August 19th. Engineer's Report filed.

November 21st. Engineer's Report dated 18th inst. on Culverts, Safety Switch near Brock's Monument and Curve near Dock, filed.

November 30th. Order, granting permission to operate railway as repaired and reconstructed, issued.

ORDER.

May 26th, 1916.

The Board having considered the report of its engineers dated the 10th November, 1915, upon the condition of the International Railway, and upon the matters required to be done to the same in order to make it reasonably safe for travel,

Orders and Directs as follows:

(1) That the tracks of the said company from the upper arch bridge to the Grand Trunk bridge be ballasted with stone or gravel ballast in a good and sufficient manner under and between the ties and to the tops of the same, all in a manner to be approved by the Board's engineer; and that all clay and mud be removed from the ballast to the satisfaction of the Board's engineer.

(2) That where necessary in the judgment of the Boards' engineer suitable drains or ditches be placed in the tracks of the railway, from the upper arch bridge to the Grand Trunk bridge, with cross drains adequate to carry the water to the edge of the cliff at the lowest points; such work to be done to the satisfaction of the Board's engineer.

(3) That immediate temporary or partial repairs be made as in the two preceding paragraphs mentioned ready for inspection by the Board's engineer not later than 15th June, 1916, and that the matter of further permanent repair be reserved for consideration by the Board on said date;

(4) That adequate provision be made for the proper drainage of the tracks of the railway at all places where the track is low, from the Grand Trunk bridge northerly to the river dock at Queenston; this work to be done ready for inspection by the Board's engineer during the year 1916;

(5) That all ties in the tracks of the said company which are defective or unfit for use owing to decay, shall be removed at once, and sound, serviceable ties substituted therefor, and so from time to time hereafter;

(6) That suitable stone or gravel ballast be put in at all low spots along the line where water is likely to accumulate, and that where low joints are found in the tracks these should be raised and ballasted, and the ballast tamped under the ties;

(7) That where any spikes are missing in the ties they shall be replaced;

(8) That all outer rails which are in a worn condition, and which are situated on a curve, be renewed;

(9) That all guard rails be carefully inspected, and where necessary securely spiked to the ties, and that existing guard rails be added to and extended as required from time to time by the engineer of the Board;

(10) That the safety switch near Brock's Monument be reconstructed according to the plan approved by the Board, and on file in its office, a copy of which has been delivered to the railway company.

(11) That all weeds and vegetable growths be forthwith removed from between the rails and for a distance of 18 inches outside the tracks and also (except upon the section of the railway within the Queen Victoria Niagara Falls Park) from the devil strip between the tracks; and that the said areas, except as above excepted, be hereafter maintained free from weeds and vegetable growths;

(12) That those portions of the cliff at which the track approaches close to the edge, and which under instructions from the Board were examined by officials of the company and reported upon, be hereafter, not later than the first week in May in each year, carefully examined by officials of the company, and reported upon in writing to the Board as to the condition and safety of the same;

(13) That all culverts under the tracks of the railway be re-built of concrete or cast iron pipe of suitable diameter in a good and substantial manner during the year 1916;

(14) That the railway from Queen Street in the Village of Queenston to the river dock be reconstructed with a safety switch, and with altered grades and curves, in accordance with the plan approved by the Board, and filed in the office of the Board, a copy of which has been delivered to the company;

(15) Where the trolley wire is carried on span wires, the trolley poles supporting the span wires shall be erected and maintained at a minimum distance of seven feet from the centre line of the nearest track, such distance to be measured to the face of the trolley pole nearest the track; provided that where this is impracticable owing to the proximity of the railway to the cliff the Board may permit a trolley pole or poles to be erected nearer the centre line of the nearest track;

(16) That in operating the cars of the company Rule 18 of the rules for the government of conductors and motormen shall be strictly observed;

(17) That hereafter all cars operated to Queenston Dock upon the said railway shall be cars with double motor equipment;

(18) That the brake rods and brake equipment of the cars operated upon the railway shall be strengthened as specified in the drawing filed with the Board and marked Exhibit "D";

(19) That all cars operated on this line shall be equipped with suitable fenders of a type approved by the Board;

(20) That sanders of ample capacity, as approved by the Board, shall be fitted to the cars and adjusted to deposit the sand as close to the wheel as possible, and that the sanding equipment be frequently inspected so as to ensure that it is in good working order;

(21) When a car is operating up or down the Queenston grade, and is loaded to the full extent of its seating capacity, the number of permissible standing passengers in excess of such loading shall be limited as follows—an open car shall not be loaded beyond 10 per cent. of its seating capacity, and a closed car shall not be loaded beyond 30 per cent. of its seating capacity.

(22) That Rule 133 of the company limiting the speed of cars over switches and curves and square crossings, be strictly observed;

(23) That this Order shall take effect forthwith, and all its requirements shall be satisfied in a manner to be approved by the Board's engineer.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

June 9th, 1916.

GENTLEMEN,—I made an inspection yesterday of the work being done upon the track between the Upper Arch Bridge and the Grand Trunk Railway Bridge, and find that this work is not being carried out in accordance with the Order of the Board, dated 26th of May, 1916.

The ballast is being removed from the tracks to a depth of $2\frac{1}{2}$ inches more or less from the top of the ties, and is being screened and put back in place. They had begun to cover the track over with broken stone to a depth of 2 inches above the top of the ties, and at the time of my inspection this broken stone covering had been put in place for several hundred feet from each bridge. Apparently from 100 to 150 men were engaged in excavating and screening the ballast over the remainder of this section. I might also mention that some of the material being screened was not allowed to dry sufficiently to properly separate the earth from the stones, and the writer has called this to the attention of the Track Superintendent, Mr. Mack.

Cross drains are being put in at various intervals of approximately 100 feet more or less, depending on the condition of the drainage. These cross drains consist of two lines of drainage tile running under the inside track, and connected with a 6 inch collar tile passing under the track next to the cliff and leading to the precipice. The trench in which the tiles are laid being filled with broken stone. I am of the opinion that these drains are satisfactory, but if found by experience that they are not ample, more drains could easily be put in place. It may also be found necessary to provide some longitudinal drainage between these cross drains.

I have called the attention of Mr. Mack, the Track Superintendent, to the fact that the manner in which this work is being done is not satisfactory, and he must at once cease covering up the work with broken stone, which work of course, while it improves the appearance, does not admit of a proper inspection being made.

Respectfully submitted,

(Sgd.) J. C. ROYCE.

TORONTO, June 27th, 1916.

GENTLEMEN,—We beg to acknowledge receipt of copy of Mr. Dickson's letter, paragraph 1 of which does not seem quite clear, where it states the top surfacing will be the same as at present.

We may say, that when the permanent work on the track is done, all the earth shall be excavated between the ties and to a depth of not less than three (3) inches below them at the ends away from the devil strip as shown on our enclosed sketch. That the excavation between the ties should have a fall each way towards the devil strip, so that any water getting under the stone ballast will run into the devil strip, and be carried away by the cross drains and over the cliff. That sufficient cross drains be put in to drain the devil strip.

That in digging out the devil strip now the excavation should be made low enough to provide for the drainage as above stated, when the permanent work is done on the tracks. That when this work is being done, fine stone at least 3 inches deep should be tamped under the ties at the ends farthest from the devil strip

and increased in depth to suit the slope of the excavation. There is no objection to the devil strip being filled with larger stone and covered with finer material, but in no case shall any stone be put in higher than the tops of the ties. On curves more stone shall be used than under the ties to provide for the super-elevation.

Any loose ties should be temporarily tamped pending the permanent work on the track.

With reference to the last paragraph of Mr. Dickson's letter, we noticed when travelling over this line between Queenston and Niagara Falls, a number of low spots in the track, probably due to the unusually wet season, and these should receive attention without delay.

Yours truly,

(Sgd.) J. C. ROYCE,

(Sgd.) H. W. MIDDLEMIST.

TORONTO, August 12th, 1916.

GENTLEMEN,—On Wednesday last we went to Queenston and made a general inspection of the International Line, paying particular attention to the work on the track between the Upper Arch and Grand Trunk Bridges. We also made an inspection of the rolling stock in the car barns, with a view to ascertaining the amount of work done in compliance with the Order of the Board.

As far as we were able to see, the work on the devil strip between the two bridges, which the Company agreed to carry out at once, had been completed, new ties had been put in, and some work had been done upon the track next to the cliff, which is considerably improved.

No work appears to have been done on the culverts, and we therefore called the attention of the Company's officials to this, stating that we would like to have these attended to as soon as possible, and they promised to take the matter up with the Track Superintendent.

In order to make sure that the new safety switch on the Queenston Hill is in good working order, it will be necessary for us to try a car over it, and we have therefore written the Company requesting that they provide a car some day the early part of next week, so that we can go to Queenston and carry out a proper test on this switch.

The necessary improvements had been carried out on the cars which we inspected, one additional motor having been installed in each truck, and the strength of the brake mechanism substantially increased. Also, improved sanders with increased capacity had been fitted.

Yours very truly,

(Sgd.) J. C. ROYCE,

(Sgd.) H. W. MIDDLEMIST.

TORONTO, August 19th, 1916.

REPORT—RE TEST ON QUEENSTON HILL.

GENTLEMEN,—On the 17th inst., accompanied by the Chairman of your Board, we conducted a test on the Queenston Hill, in order to ascertain the efficiency of the new safety switch and the effect on the speed of the car produced by the change of grade and radius of curve.

A car was provided by the Company, whose officials were present and witnessed the test.

A test was first made of the safety switch by starting the car freely without trolley connection from the curve at Dumfries Street, 200 feet up the grade and allowing it to accelerate to the end of the switch.

The car was then taken to Dumfries Street to a point about half way between the two curves there and started freely and allowed to attain a speed it would likely do in case of accident, and was brought to a stop at the end of the safety switch.

A test was then conducted in order to ascertain the acceleration of the car from the safety switch to the end of the lower curve near the river, the radius of which had been increased to 145 ft., and the grade reduced to 4.2 per cent. The car started by gravity from the switch and passed satisfactorily around the curve without the application of the brakes.

A further test was made of the braking power of the four motors which are now installed in the cars, in accordance with the Order of the Board, the trolley was taken off the wire and the car allowed to run free, and when it attained considerable speed the lever on the controller was thrown into reverse position and the car was brought successfully to a standstill by the resistance of the motors only.

Another test was made to ascertain the acceleration which the car would attain on the curve itself, and this was found to be comparatively small on account of the curve resistance.

We consider these tests satisfactory, in so far as they show the efficiency of the safety switch, and that if a car should run freely down the grade from the safety switch it should pass around the curve at the river at a safe speed, unless power is applied by the motorman voluntarily, in which case, no precautions taken by your Board would avail. We have taken into consideration the use of a dead trolley wire between the switch and the end of the curve as a precaution against the motorman using current and thereby attaining speed beyond the safety limit on the curve. We have decided, however, not to recommend this as it is advantageous to have current available at all times while passing down grade, not only for operating the air brake and lighting system, but to enable the motorman to reverse his car, which might be advantageous in case of emergency.

We also called the attention of the Superintendent to an irregularity in the curve on the safety switch, and he promised to rectify this.

We would recommend that the spring frog at the safety switch be kept greased, and have pointed this out to the Company's Superintendent, who has promised to see to it.

Yours very truly,

(Sgd.) J. C. ROYCE,

(Sgd.) H. W. MIDDLEMIST.

TORONTO, November 18th, 1916.

Culverts.

GENTLEMEN,—On November 2nd, last, accompanied by Messrs. Ingram and Kittson of your Board, we went to Niagara Falls and were there met by Mr. Dickson and officials of the International Railway Co. We then took a special car and made an inspection of all the culverts which had been re-built under the order of your Board. There are about a dozen culverts, ten of which are now built of lengths of cast iron pipe, laid under the track about two feet, one of corrugated steel pipe and one of a portion of a steel rivetted water pipe which the company had in stock. These culverts are well laid, and have sufficient fall to allow any water to drain through them which may accumulate. The ends of these pipe culverts are all embedded in a dry rubble wall which prevents the earth fill falling into the pipe. There is also one reinforced slab culvert of 8 feet span with concrete abutments. This slab is reinforced with tee rails which the Track Superintendent advises are laid 12 inches apart, and should therefore be ample to carry the weight of any cars passing over it. This culvert is well built and the concrete is good, and all the work is satisfactory to us.

Safety Switch Near Brock's Monument.

We then tested the new cross over switch near Brock's Monument, which had also been changed by order of your Board. A car was started with the power on, some distance south of the switch on the down track, 100 feet stretch was measured south of the switch and the time required for the car to pass over this distance was taken by means of stop watches, and was found to be $2\frac{1}{2}$ seconds, or a speed of 27.3 miles per hour. The car was allowed to pass over the switch and continue until it was brought to a stop at the top of the run off on the hillside. The car appeared to take the switch quite satisfactorily, and, judging from this test, we consider this switch sufficient for the purpose for which it is designed. There is one objection, however, that is the necessity of passing over the up-bound track in order to reach the safety switch on the hill. This matter has already been brought to the attention of your Board and the Company. The Company promised to place before us some scheme for overcoming this difficulty, but up to date they have apparently not done anything in the matter, and we would suggest that some form of signal be arranged in order to eliminate any possibility of collision at this point.

Curve Near Dock.

Another test was also made of the speed of the car on the curve near the Queenston Dock, when started from the new safety switch below Dumfries Street by gravity and allowed to run free down the grade and around the curve. Stop watches were used and the time taken for the car to pass over the distance from the safety switch to the point of the curve, a stretch of 400 feet was 23 seconds, from which we estimate that the speed of the car at the beginning of the curve would be approximately $21\frac{1}{2}$ miles per hour, and we estimate that the speed at the end of the curve is approximately 27 miles per hour. These speeds are very close to those calculated at the time the curve was first laid out.

We are therefore of the opinion that unless the power is put on by the motor-man, this curve should now with safety take any car running away by gravity.

Yours faithfully,

(Sgd.) J. C. ROYCE,
(Sgd.) H. W. MIDDLEMIST.

November 30th, 1916.

ORDER.

The Board, having considered the Report of the Engineers, dated 18th November, 1916, and the letter of its said Engineers, dated 20th November, 1916, accompanying the said Report, Orders and Directs:

1. That the work of repair and reconstruction reported to have been done by the said The International Railway Company be and the same is hereby approved.

2. That the work heretofore by Order of the Board directed to be done, but as shown in the said letter of the Board's Engineers still remaining to be done, be carried on and completed without unnecessary delay in terms of the Board's previous Order in that behalf.

3. That permission to operate the Niagara Falls Park and River Division of the Railway of the said Company as repaired and reconstructed is hereby granted to the said Company, but subject as herein provided.

4. That of the sum of \$1,592.51 incurred and paid by the Board for the services of its Engineers in and about the inspection, repair and reconstruction of the said Company's said Railway, the sum of \$1,000 be forthwith repaid by the said The International Railway Company to the Board.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 3462. (P. 242.)

Application by The Berlin & Northern Railway Company for approval of Margaret Ave. Bridge over the Main Line of the Grand Trunk Railway (built by G. T. R. Co. in 1910).

March 7th. Plan to be approved on compliance by Applicant with Engineer's Report.

April 20th. Engineer's Report filed.

April 26th. Plans approved and certified.

April 20th, 1916.

SIR,—I have examined the plan submitted to your Board by the Berlin & Northern Railway, showing the new ties and bracing I recommended to be put in the Margaret Avenue Bridge at Berlin, in my report of the 22nd December last. You will note that the Company proposes adding lateral bracing in the two

approach deck spans, composed of four one and one-quarter inch round rods running through the webs of the girders near the top, and bolted to clips riveted thereon.

New 6 in. by 8 in. ties of yellow pine and guard timbers 6 in. by 6 in. dapped 1 in. on the ties and secured by $\frac{5}{8}$ in. boat spikes will be put on these spans.

The half through centre span is to have new 8 in. by 12 in. ties put in, resting on the bottom flanges of the girders with new 6 in. by 6 in. guard timbers fastened to them by $\frac{5}{8}$ in. boat spikes.

Three angles spaced at equal distances apart along the length of the span will be put in to assist the present tie rods in preventing the spreading of the main girders, while the load is passing over them. These angles will be 3 in. by 3 in. by $\frac{3}{8}$ in. riveted to a clip at each end, passing through the webs of the girders and bolted to them on the outside.

I am satisfied with this arrangement and would recommend the approval of the plan by your Board.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3481. (P. 243.)

BETWEEN:

The Toronto & Hamilton Highway Commission.

Applicant,

—and—

The Toronto & York Radial Railway Co., and the Corporation of the Village of Port Credit,

Respondent.

(Application to change location and grade of tracks.)

April 25th. Engineer's Report, dated Feb. 4th, filed.

May 3rd. Hearing, 11.30 a.m. to 2 p.m. Board to consider proposal submitted to-day. New Plan to be filed by Highway Commission. Hearing adjourned *sine die* as to incidence of expense, removing tracks of Railway Company and making same safe, etc. (See Court Reporter's Notes.)

June 14th. Blue prints (3) of Plan and profile of railway tracks, from Station 96, just west of Etobicoke River; to Grand Trunk Diamond in Port Credit, and estimate of cost of change of location and retaining wall, filed by Railway Co.

June 16th. Blue print, in triplicate, of proposed divergence of Radial Track at Port Credit (No. 41-4) filed by Toronto & Hamilton Highway Commission.

June 22nd. Blue prints filed 16th June, 1916, approved (on consents of Toronto & York Radial Railway Co., and Port Credit, filed) and certified (Drawings Nos. 12-2-2 and 41-4).

June 30th. Hearing continued, pursuant to Appointment, 11.30 a.m. to 12.45 p.m. Highway Commission and Railway Company to proceed without delay to arrange with the Dominion Government and Ritchie (Landowner) *re* encroach-

ment of Railway's fill. Hearing adjourned *sine die* meanwhile, continuation of Hearing to be on short notice. Plans to be considered by Board's Engineer and if approved to form basis of work to be done by Railway Company. Question of incidence of cost, etc., reserved (see Reporter's notes).

July 8th. Notice received that Highway Commission will re-imburse Railway Company for expense of moving tracks in Port Credit as per Highway Commission's Plan 12-2-2—this re-imbursement not to cover changes of grade necessary to carry out the recommendation of the Board's Engineer.

July 28th. Engineer's Report, dated July 18th, filed.

July 28th. Plan approved and certified.

February 4th, 1916.

SIR,—On December 7th last I went with Mr. Wilson, of the Toronto & York Radial Railway, to Port Credit and made an examination of the work done up to that date by the Toronto-Hamilton Highway Commission with regard to its effect on the present location of the Toronto & York Radial Railway.

The report on this matter was delayed to enable Mr. Wilson to have a complete survey made from Port Credit to Etobicoke Creek, between which points the railway runs along the side of the road, which is now being changed by the Commission; consequently, the notes taken by me at some points will not be the same as those taken by the surveyor because considerable work was done on the road during the interval, so I have therefore thought it best to give the results of my observations and the measurements of the surveyor for comparison.

Starting from the railway terminus in Port Credit and going east my notes show the road and the railway about on the same level as far as Helen Street but from this street to Anne Street the railway at the lowest point was about 2 ft. below the top of the new road as it was then, whereas the surveyor's plan now shows it to be 3.7 ft. below. From Anne Street to the Grand Trunk Crossing my notes do not show any change of level between the road and the railroad, but the plan now shows the road to be raised one foot above the railway at the culvert, which is the lowest point. From the Grand Trunk Crossing to Station 186 on the plan my notes and the surveyor's agree very closely, and there is very little difference between the new roadway and the railway, not more than about 9 inches at the most, so that there would be no change required here. From Station 186 to Station 180 the railway is about one foot below the road. From Station 180 to Station 178 the railway is one and a half feet above the road, according to the notes of the surveyor and myself. From Station 178 to Station 176 the railway is one foot below the road. From Station 176 to Station 171 the road level will be three and a half feet above the railway at the lowest point. From Station 171 to Station 166 the road is shown 3.2 feet below the railway, or 4 ft. to the sub-grade as I saw it at the deepest point. From Station 166 to Station 162, the railway is about 6 inches below the road, which would not be any objection. From Station 162 to Station 156 the railway is two and a half feet below the top of the roadway. From Station 156 to Station 154 the subgrade of the road is about 1.4 feet below the railway, as I saw it, but the finished surface will be, according to the surveyor, about 5 inches below rail level, which should not call for any change. From Station 154 to Station 150, the railway is about 1.3 feet below the road surface. From Station 150 to Station 137, where the concrete surface of the road begins, there is no difference worth

speaking of. The railway is about 9 inches above the road at the culvert Station 140, but the difference in my opinion would not warrant the expense of lowering it just at this particular point, seeing it tapers down on each side. From Station 137 to Station 129 there is no difference of level to speak of. From Station 129 to Station 115 the railway is about two feet below the road at the lowest point. From Station 115 to Station 102 there is only about six inches difference in level. From Station 102 to Station 96 the road surface is one and a half feet above rail level. From Station 96 to Station 91, which is the end of the work done so far, there is little or no difference in the level between the road and railway.

The conclusions I have come to, from what I have seen on the ground, and are shown on the plan, are that to make the conditions safe from Port Credit to the end of the new work at Station 91, the railway should be raised or lowered until the top of the rail is at the most not more than six inches or eight inches above or below the road surface where the line runs along the side of the road, and in the Village of Port Credit the top of the rail should be level with the finished road surface. If left as it now is, the low places will become filled with snow in the winter and will receive all the drainage from the road in wet weather, or during a thaw, and a ditch or drain should be put in to carry the water away from the track so as not to undermine it.

The high places on the railway should be cut down so that passengers could get off the cars on to the road without danger of falling down the slope to the road. Besides, where a farm crossing occurs this would have to be done to enable the farmer to cross the track to the main road.

I understand it is proposed to change the present location of the line in Port Credit from the Grand Trunk Crossing to the terminus from the centre of the street to the south side. This would surely be very inconvenient for vehicles stopping at houses or stores on that side, and it would seem to me better to leave the track as it is on the centre of the street as there is plenty of room to drive on each side of it.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

TORONTO, July 18th, 1916.

SIR,—I have examined the grades shown on the Toronto & York Radial Company's plan from Station 92, near the Etobicoke River, to Station 227, at the Grand Trunk Crossing in the Village of Port Credit. I find very little change between these points from those cuts and fills mentioned in my report to your Board on February 4th last, having again gone over the ground with Mr. MacLaren their Engineer.

The railway at the points mentioned therein will have to be raised or lowered to suit the existing grade of the highway, and the culverts and bridges likewise changed to conform with the new grades of the railway shown on the plan.

The only change I notice since my last report is in the length between Stations 91 to 96 where the highway has been lowered about two feet below the railway; consequently, the railway will have to be lowered to suit the roadway.

This work should be begun as soon as possible so as to permit the Company finishing it before the bad weather sets in. For convenience of reference I give the Stations where alterations will have to be made, as follows:—

Station 91 to 103, the railway must be lowered.

Station 114 to 129, the railway must be raised.

Station 148 to 161, the railway must be raised.

Station 166 to 171, the railway must be lowered.

Station 171 to 176, the railway must be raised.

Station 176 to 178, the railway is about one foot below the road but can be raised a few inches with a little additional ballast.

Station 178 to 180, the railway must be lowered.

Station 180 to 186, a little additional ballast is required to raise the railway a few inches.

The grades and changes given on this plan, and between the points above-mentioned, are satisfactory to me, and I would recommend the approval of the plan by your Board.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3501. (P. 249.)

Application by The Sudbury-Copper Cliff Suburban Electric Railway, under section 174 of "The Ontario Railway Act," for an Order authorizing the opening of that portion of its line from the west side of the C. P. R. Crossing on Elm Street, Sudbury, along Lorne Street and Copper Cliff Road to Power Street, for the carriage of traffic.

Jan. 21st. *Re* Nelson Street Bridge, Sudbury. Engineers' Report dated Jan. 15, filed.

Jan. 26th. Plan of Kelly Lake Crossings; profile Sudbury-Copper Cliff Suburban Electric Railway; plan standard trestle. Plan and profile Foundry Spur crossing; plan and profile C. P. R. Main Line Siding and Wye crossing; plan and profile of Tough's Road crossing; plan and profile of Brewery Spur crossing; plan and profile of Bond Lake road crossing; plan and profile of Stobie Branch, C. P. R. crossing; plan of roadway and sidewalks, Sudbury to Copper Cliff; plan and profile Sudbury, etc., Tp. McKim (Mile 0.00 to Mile 4.78, Sudbury to Copper Cliff); plan and profile Tp. McKim, A (Mile 0.00 to Mile 1.12—Ramsay Lake Section), B (Mile 0.00 to Mile .19—Frood Mine route), filed for approval.

March 8th. Order.

March 17th. Engineer's Report, dated March 13th filed, and Plans approved and certified.

April 3rd. Order—allowing operation of car on and near Elm Street up to May 9th, 1916.

May 9th. Order.

July 14th. Engineer's Report filed.

Re NELSON STREET BRIDGE, SUDBURY.

SIR,—I have made a thorough examination of the stresses in this bridge, the plans of which were forwarded to me by Mr. Boyd, of the Sudbury & Copper Cliff Electric Railway, and have to report as follows:

The bridge in question spans the main line and yard tracks of the C. P. R. about half a mile east of their Sudbury Station, and is at present used only for

highway traffic, though the Electric Railway Company have a single track laid over it. This portion of their line has not yet been approved by your Board and therefore cannot be operated till such approval has been given.

The bridge consists of two pin-connected Warren girders 30 ft. apart, centre to centre, the length of 125 ft. centre to centre of shoe pins, divided into five panels of 25 ft. each. There is a sidewalk 6 ft. wide on the west side only, and a roadway of 21 ft. wide from guard timber to guard timber, and on this roadway is laid the single track for the electric line. The position of the track would leave barely 9 ft. of room for vehicles using the bridge when a car is on it.

From what I understand, the bridge was erected about 1907 by the C. P. R. for the use of the town. The trusses were originally used on their Lake Superior Division and would probably have been built about 25 or 30 years ago and remained there till heavier traffic required a new structure, when they were transferred to their present location. The original bridge was probably for a single track railway and would therefore be about 16 ft. centre to centre of trusses, with corresponding floor beams and a stringer under each rail; consequently, the floor would be much lighter than it is now. When the trusses were re-erected and were made 30 ft. centres it was necessary to have new floor beams and more stringers, and on the top of these was laid a very heavy timber floor, thus considerably increasing the dead load from what it was when used as a railway bridge.

Being doubtful of the floor system on seeing the drawings, I tried a 25-ton car loading instead of the Board's 40-ton standard car load for that portion covered by the track, and 80 lbs. per sq. ft. for the remaining 9 ft. of roadway; also a 15-ton roller load for those stringers not under the rail. These were safe for that load but for no more. The same kind of stringer is under the rail; consequently, will not stand the stress of a 25-ton car. The floor beams are somewhat over stressed by the 25-ton car loading and the uniform load of 80 lbs. per sq. ft. So far these defects could have been remedied by adding to the stringers and re-inforcing the beams.

An examination of the trusses under this loading showed that the pins as now packed, marked U-1 and L-2, on the plan, would be dangerously over-stressed, even allowing up to date units, but as they have probably been in use many years, such an allowance cannot be made so that while the members of the truss are ample in area these pins will prohibit the use of the bridge.

When I found these conditions existing, and knowing that the argument would be put up that these trusses had been used for steam railway purposes, I thought the Company would be better satisfied if they had the results checked by an independent engineer and, with Mr. Boyd's consent, Mr. H. V. Thompson, who has had many years' experience in all kinds of structural steel work, was called in and confirms my figures. We then tried by re-arranging the bars on the pins to reduce the stresses on them and succeeded in making the joint L-2 come within the present allowable unit stress per sq. inch, but to do so at U-1 it would be necessary to rivet a very heavy diaphragm, along the centre of the top chord, parallel with the channels to support the pin in the middle.

Having got so far we held a conference with Mr. Boyd and Mr. Ingram of your Board and explained to them what we had done, with the result that we were instructed to use a 40-ton car loading, as required by your specifications. We then applied this loading and a 96 lb. uniform live load for the 9-ft. of roadway, using our new arrangement of the bars on the pins. This stressed the members practically up to their limit as allowed for in a new bridge, and at

present unit stresses, and therefore over-strained the hip-joint U-1, hopelessly beyond the factor of safety. Under this loading, new floor beams would have to be put in and of course new stringers. So we have therefore come to the conclusion that this bridge is unfit to carry any street railway load that would satisfy your Board, and would advise that it be condemned for that purpose. We are also of opinion that even if it were possible to repair so as to make it strong enough the cost would be more than the results would warrant, and in addition to that it is impossible to say whether the material in the trusses and pins would stand the test after having been in use so many years. We believe it is very improbable and that the money would be thrown away. So much patching would have to be done that it would be mere guess work to try and arrive at any such cost, and we doubt if any bridge company would undertake it, except on a cost plus percentage basis. We have explained this to Mr. Boyd and he agrees with us.

In order to clear up the question of why this bridge would carry railway traffic before it was used as a highway bridge, we may add that the 25-ton car-loading, plus the uniform load of 80 lbs. per sq. ft. on the 9-ft. roadway, would be equivalent to a uniform live-load of two 70-ton locomotives on a single track railway bridge of the same span, and it is doubtful if it was originally designed for much more than this.

The bridge, as the members are now packed on the pins, might carry a live roadway loading without any railway track on it of 16 tons per panel, for the whole bridge, or 8 tons per panel per truss, assuming the material to be capable of being stressed to the latest unit stresses for structural steel, but as we do not know the nature of the material or its conditions after being in use so many years, we decline to give any guarantee as to what the safe loading should be.

In conclusion, I may say that as Mr. Thompson has checked over my calculations and has gone into the matter fully, I have requested him to sign this report with me to show that we are entirely in agreement as to what is mentioned herein.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

(Sgd.) HEDLEY V. THOMPSON.

ORDER.

March 8th, 1916.

Upon the application of the said Company, the Board orders, under and in pursuance of the provisions of section 174 of "The Ontario Railway Act," that the time limited by the Board's orders herein bearing date the Ninth Day of November, 1915, and the Thirtieth Day of December, 1915, be extended for a further period of Sixty Days next after the expiration of the period of Sixty Days named in the said Order dated the Thirtieth Day of December, 1915, and that during the said extended period the Company complete the work recommended to be done by the Reports of the Board's Engineer referred to in the Board's former Order dated the Ninth Day of November, 1915, which said two Reports are hereby incorporated with and made part of this Order.

And the Board reserves further directions and the question of costs, and that no fee for law stamps be charged upon this Order.

(Sgd.) D. M. MCINTYRE,

(Seal.)

Chairman.

March 13th, 1916.

SIR,—On Thursday, last, I went to Sudbury with Mr. Ingram of your Board and inspected the Sudbury-Copper Cliff Electric Railway, accompanied by Messrs. Boyd and O'Connor for the Company.

We walked over that portion of the line from the Diamond Crossing with the C. P. R. on Elm Street to the eastern terminus at Ramsay Lake. This part at present has no cars running over it but the Company desire to use it, as soon as their new cars arrive, as far as the curve at the corner of Station and Nelson Streets. This would enable them to run cars from the C. P. R. crossing through the Town of Sudbury past the C. P. R. Station on Station Street to Nelson Street. From this point they will be unable to proceed further east till the new bridge is erected at Nelson Street. At present one car is operated from Copper Cliff to the above-mentioned C. P. R. Diamond Crossing, and until that crossing is put in, which will be done as soon as the frost is out of the ground, passengers wishing to go through to the station will have to transfer to the car the Company will run through the town, on the above-mentioned portion of the line. The track and overhead work on this section is in good condition, and, with the exception of the change I have asked for in my report on the Station Street bridge, which will be done when the frost is out of the ground, I see no reason why the Company cannot use this portion of their line.

The line to Copper Cliff now in operation was reported on by me after my visit to Sudbury on November 11th, last, and the changes I ordered to be made then have been made and the line is in good condition and is running all right.

I have also carefully looked over the plans showing all the lines in question, and also those of the road crossings as follows:

(1) The plan and profile of the line from Station 0 + 00 at the corner of Elm and Durham Streets, thence westerly along Elm and Lorne Streets and Copper Cliff Road to the terminus in the Town of Copper Cliff, a distance of 4.78 miles. The maximum grade is 3 per cent. and the curves are all spirals. A book of reference is given on the plan.

(2) Two enlarged plans showing the track on the streets of Sudbury.

(3) A plan and profile from Station 0 + 00 on Elm Street to Ramsay Lake terminus. This section includes the concrete bridge on Station Street and the steel bridge over the C. P. R. at Nelson Street already reported on by me.

(4) A plan and profile from Station 0 + 00 on Elm Street along Durham Street to the market, the present terminus. This section is called the Frood Mine Route, to which place it is to be extended sooner or later. Durham Street concrete bridge is on this line and has been already reported on.

(5) Road Crossings and Siding Crossings as follows: Tough's Road Crossing, Kelly Road Crossing, Breweries Spur Crossing, Foundry Spur Crossing, Crossing with Stobie Branch of the C. P. R., C. P. R. Main Line Crossing.

These plans are satisfactory in every detail, but I did not see any signs up marked "Railway Crossing" at these Crossings, as required by the Act, and I would call the attention of your Board to this. These signs should be put up before the approval of the plans. Meanwhile, I see no objection to the Company

operating cars from the C. P. R. Crossing to the east end of Station Street, stopping just before reaching the curve into Nelson Street, and making that the terminus at the east end till the steel bridge over the C. P. R. is rebuilt.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

ORDER.

April 3rd, 1916.

Upon the application of said Company, and the Board having inspected the portions of its line affected by this Order, and it appearing that a diamond is not yet laid at the Canadian Pacific Railway crossing,

The Board orders, under and in pursuance of the provisions of section 174 of "The Ontario Railway Act," that the said railway be permitted to operate from this date until the 9th day of May, 1916, a car for the carriage of traffic from the Canadian Pacific Railway crossing on Elm Street to the corner of Nelson and Station Streets, and that the said Company be also permitted to operate a car from this date until the 9th day of May, 1916, off Elm Street as far as the market,

And the Board orders that no fee for law stamps be charged upon this Order.

(Sgd.) A. B. INGRAM,

Vice-Chairman.

(Seal.)

ORDER.

May 9th, 1916.

Upon the application of the said Company, the Board orders, under and in pursuance of the provisions of section 174 of "The Ontario Railway Act," that the time limited by the Board's orders herein bearing date the Ninth Day of November, 1915, the Thirtieth Day of December, 1915, and the Eighth Day of March, 1916, be extended for a further period of Three months next after the expiration of the period of Sixty days named in the said Order dated the Eighth Day of March, 1916, and that during the said extended period the Company complete the work recommended to be done by the Reports of the Board's Engineer referred to in the Board's former Order dated the Ninth Day of November, 1915, which said two Reports are hereby incorporated with and made part of this Order.

And the Board reserves further directions and the question of costs, and orders that no fee for law stamps be charged upon this Order.

(Sgd.) D. M. MCINTYRE,

Chairman.

(Seal.)

July 14th, 1916.

SIR,—We have to report that on May 20th, last, we were requested by Mr. Boyd, on behalf of the Sudbury & Copper Cliff Suburban Electric Railway Company, to again look into the stresses of the steel bridge over the C. P. R. at Nelson Street, Sudbury, to see what could be done to make the present structure safe

for the Company's street cars. Owing to all the plans of the bridge which had been furnished us by the Company at the time we made our previous report to your Board, in January, last, having been sent to the Dominion Railway Commission, we were unable to make much progress till the beginning of this week, when the original blue prints were returned by them, but not the plan showing each joint half size in detail made at our request by the Railway Company in December last.

We have now completed our calculations, based on the sizes and dimensions given on the above blue prints and drawings. Provided these dimensions agree with those actually on the bridge, and for which we take no responsibility should there be any difference, we find, to make the floor system safe for the loading fixed by your Board on June 5th last, viz.: two 30-ton cars with impact plus a uniform live load of 80 pounds per square foot over the remaining width of roadway and sidewalk, it will be necessary to put in one extra I beam stringer under each rail of the track, 20 in. at 80 pounds, and one extra plate 13 in. by $\frac{3}{8}$ in. on the top and bottom flanges of each intermediate floor beam.

The pin at joint marked "U-1" on the plan is $4\frac{7}{16}$ in. diameter, and to make this come within the allowable unit stress, it will be necessary to put in a new diaphragm supporting the pin in the centre. The pin "L-2," $3\frac{15}{16}$ in. diameter, under the present arrangement of the cars, would be stressed up to 42,000 pounds per square inch, consequently the bars will have to be re-packed on this pin to bring the unit stress within the allowable.

The remaining pins, all of $3\frac{15}{16}$ in. diameter, except the one at "L-0" which is $4\frac{7}{16}$ in. will take the present packing of the bars, but the one at "L-4" is stressed up to 27,000 pounds under the present position of the bars, which we will pass only on condition that the pin, upon being removed and carefully examined by a competent bridge inspector, shall be certified by him in writing to be absolutely sound and true in every respect. If this be the case, it will save the re-packing of the bars on this pin; if not, it will be necessary to replace it with a new one.

We have prepared a plan showing the changes required to be made corresponding with this report, which we will submit to your Board early next week.

We would suggest that the same Inspector should thoroughly examine all the bridge members and make a written report as to their condition and their agreement with the dimensions given on the plans handed to us.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

(Sgd.) HEDLEY V. THOMPSON.

PROCEDURE FILE 3510.

Application by the City of Toronto, for approval of new cars on Gerrard St. Civic Line.

May 1st. Engineer's Report *re* Fender Equipment on Civic Cars filed.

May 5th. Plan of Wheel Guard approved and certified.

Re Fender Equipment—The Civic Car Line.

GENTLEMEN,—I have examined the Wheel Guard Fender Equipment shown on the blue prints attached herewith, which has been tested out on the Civic Lines, and beg to report as follows:

This type of Wheel Guard is in successful use on a number of street railways in the United States. It is particularly adapted for city service where space is a factor, and overcomes certain objections to the projecting type of fender, particularly when fitted to long cars which take a wide sweep on the curves.

The fender guard is automatically tripped by a tripping device placed well in advance of the said fender guard, as shown on the blue print, which is also an advantage over other types of automatic fenders.

I am of the opinion that this wheel guard H. B. type of fender is as satisfactory as any equipment at present on the market, for city service, and would recommend its approval by the Board, for use on the City of Toronto Civic Lines, provided, however, that when installed there shall be sufficient clearance beneath the front of the car, and all stationary projecting parts therefrom, to admit of a body passing beneath the front of the car vestibule and reaching the fender basket without being crushed by any such projecting parts.

Respectfully submitted,

(Sgd.) J. C. ROYCE.

PROCEDURE FILE 3528. (P. 245.)

Application by The Hamilton & Dundas Street Railway Co., under section 93 of "The Ontario Railway Act," for approval of proposed siding into the property of Jones Bros., Ltd., Dundas.

March 2nd. Engineer's Report filed.

March 16th. Order.

SIR,—I have examined the working plans made by the Ontario Bridge Company for the bridge to Messrs. Jones Bros. Works at Dundas, of which I had advised your Board to obtain three copies in my previous report on this matter of December 22nd, last, also the specification from which these plans were prepared, and would recommend the approval of the plans and the specification as they agree with the information I had previously got from Messrs. Jones Bros., and the Bridge Company when I made the calculation of the stresses upon which my previous report is based.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

ORDER.

March 16th, 1916.

Upon the hearing of the application at the Sittings of the Board held in Toronto the Thirteenth Day of December, 1915, in the presence of George E. Waller, General Superintendent for the Applicant Company, and H. C. Gwyn, Esquire, K.C., Counsel for the Town of Dundas, and what was alleged; and upon the report of the Board's Engineer.

It is ordered that the Applicant Company be and is hereby authorized to construct, maintain and operate said branch line of railway or spur in the Town

of Dundas, commencing at a point on the Applicant Company's main line of railway running across Bond Street, thence along James Street, across Head Street into the premises of Jones Bros. and Company, Ltd., in accordance with plan, profile and Book of Reference deposited with the Board as Railway Plan No. E. 566.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3538.

Application by the Township of Otonabee, under section 17 (10) of "The Ontario Telephone Act," for an Order fixing the price to be paid Mrs. Phoebe Wedlock for telephone lines, etc.

Nov. 2nd. Order.

ORDER.

November 2nd, 1916.

Whereas the Board of Commissioners for the telephone system of the Municipality of Otonabee, in the County of Peterborough, did apply to this Board pursuant to section 17 (10) of "The Ontario Telephone Act" to fix a price to be offered to Mrs. Phoebe Wedlock for the purchase of certain telephone plant and equipment of which the said Mrs. Phoebe Wedlock is the proprietor.

And whereas this Board did fix the price to be so offered at Four Hundred and Two Dollars (\$402.00) and did by its Order under date of the 16th day of December, A.D. 1915, direct that the Applicant shall offer to purchase at the price so fixed that part of the plant and equipment comprising the telephone system located within the Township of Otonabee of which the said Mrs. Phoebe Wedlock is the proprietor.

And whereas the Applicant has failed to make the said offer to Mrs. Phoebe Wedlock as directed by this Board.

And whereas the Board of Commissioners for the telephone system of the said Municipality of Otonabee did apply to this Board to be heard in regard to the price so fixed as aforesaid.

Upon hearing the evidence adduced on behalf of the Applicant and Mrs. Phoebe Wedlock, and upon hearing Counsel for the said Mrs. Phoebe Wedlock,

The Board orders:

(1) That the Board of Commissioners for the telephone system of the Municipality of Otonabee shall forthwith offer, in writing, to purchase from Mrs. Phoebe Wedlock for the sum of Four Hundred and Two Dollars (\$402.00) all that part of the plant and equipment comprising the telephone system of which she is the proprietor, which is located within the Township of Otonabee, the said offer to be mailed to the said Mrs. Phoebe Wedlock by registered letter at her last known address.

(2) That in the event of the said Mrs. Phoebe Wedlock accepting the offer referred to in the preceding paragraph within ten days from the mailing of the said offer the said Board of Commissioners shall complete the purchase of the said plant and equipment on or before December 1st, 1916.

(3) That in the event of the acceptance of the said offer by the said Mrs. Phoebe Wedlock as aforesaid the said Board of Commissioners shall, pursuant to Clause 5 of By-law No. 780 of the Municipal Corporation of the Township of Otonabee, requisition the Treasurer of the said Corporation to furnish the necessary funds to complete the purchase of the said plant as directed in the preceding paragraph.

The Board makes no order as to costs, save and except that the Applicant shall pay \$10.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3542.

Application by James Leonard, Leamington, under section 21 of "The Ontario Telephone Act," for approval of increased tariff charges.

Feb. 24th. Hearing, at Council Chamber, Leamington, pursuant to Appointment and adjournment—Municipality to make offer to purchase Mr. Leonard's telephone system on or before April 6th, 1916. Hearing adjourned *sine die*.

PROCEDURE FILE 3548. (P. 246.)

Application by The Toronto Suburban Railway Co., under section 243 of "The Ontario Railway Act" for approval of deviation of its Dundas Street Line of Railway at Lambton Mills, Township of York, to private right-of-way owned by the Company.

June 12th. Engineer's report filed. (See P. F. 3837.) (P. 263.)

SIR,—I have to report that this morning I went with Mr. Hazen, of the Toronto Suburban Railway, and looked over the ground at Lambton Park where the Company have built their new car barns, with tracks to their main line to Guelph, and have examined the plans submitted for approval by your Board. They also propose to connect this main line with that which runs along Dundas Street to Keele Street, likewise shown on the plan. This connection crosses and follows along the northeast side of a road which is now closed to the public, and is only used privately by the Toronto Power Company, to which, I understand, the property belongs. This road is closed by gates on each side of the C.P.R. main line, which parallels the Toronto Suburban on the Park property. I further understand that this road is now only used by persons going to the Golf Club north of the C.P.R.

In my opinion there are no engineering difficulties or objections to this connection, and the location of the tracks to the car barns, and I see no reason from that standpoint why your Board should not approve the Company's plan, but I understand there are objections being raised by the Municipality for other reasons to be heard by your Board, which are outside the engineering matters. It will then be for your Board to determine whether or not the plan shall be approved.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3562.

BETWEEN:—

The Corporation of the City of Windsor,

Applicant,

—and—

The Sandwich, Windsor and Amherstburg Railway Co.,

Respondent.

(Omnibus case.)

Jan. 26th. Amended application filed.

Feb. 9th. Order issued for Examination for Discovery of Jas. Anderson, President of Respondent Co.

Feb. 11th. Application filed by Town of Walkerville.

Feb. 21st. Hearing, pursuant to Appointment, 11 a.m., City Hall, Windsor. Board's engineer to examine cars and equipment and report to Board as to need for air brakes on double truck cars, snow cleaning apparatus, sanitary conveniences and old noisy cars; also proposed double switch on Ouelette and Sandwich Streets and Judgment reserved pending engineer's report, and pending result of proposed appeal by Railway Company from Judgment of Hon. Mr. Justice Lennox. (See 10 Ontario weekly notes, p. 205.)

PROCEDURE FILE 3563.

BETWEEN:—

The Corporation of the Township of Sandwich, East,

Applicant,

—and—

The Sandwich, Windsor and Amherstburg Railway Co.,

Respondent.

(Application under section 109 of "The Ontario Railway Act," *re* Respondent's bridge over Little River drain.)

Feb. 21st. Hearing, pursuant to appointment, 11 a.m., City Hall, Windsor. Application dismissed.

PROCEDURE FILE 3567.

BETWEEN:—

Messrs. Blake, Lash, Anglin and Cassels, and Alexander Mackenzie,

Appellants.

—and—

The Corporation of the City of Toronto,

Respondent.

(Assessment Appeal.)

Feb. 1st. Hearing, pursuant to appointment, 11.30 a.m. to 1.15 p.m. Judgment reserved.

Feb. 9th. Judgment delivered dismissing appeal.

Feb. 17th. Order issued in the form of approved draft filed.

OPINION OF THE BOARD.

This is an Appeal by Messrs. Blake, Lash, Anglin and Cassels against the decision of the Judge of the County Court of the County of York, confirming with a slight variation the finding of the Court of Revision of the City of Toronto, and whereby the Appellants were assessed as agents of one Alexander Mackenzie for income in the sum of \$60,000.

It appears that Mr. Alexander Mackenzie, an Ontario barrister, and a member of the Appellant firm, left this Province in the year 1902, and took up his residence in Brazil. He has never since resided in Ontario, his subsequent domicile being either Brazil or London, England, in both of which countries by turns he has resided since leaving this Province. In the year 1905 he appointed the Appellants his agents under a writing in these words:

“Messrs. Blake, Lash and Cassels are authorized to sign in my name cheques on my account with the Canadian Bank of Commerce and to receive from said bank all moneys standing to the credit of my account. They are also authorized to endorse for deposit or otherwise all cheques which may be made payable to me and to receive for me the amounts thereof.

“Rio de Janeiro, 4th October, 1905.

“ALEXANDER MACKENZIE.

“Witness to signature of Alexander Mackenzie

“HERBERT COOPER,

“His Clerk,

“Rio de Janeiro.”

This power, so far as appears, is still unrevoked.

For some years past dividends payable to Mr. Mackenzie upon his investments in Brazil have been transmitted to the Appellants at Toronto, by cheques drawn on the Canadian Bank of Commerce, payable to his order. These cheques it has been the custom of the Appellants to endorse under their above authority to the order of the Canadian Bank of Commerce, and to deposit them in a branch of that bank in Toronto to the credit of an account standing in the name of Mr. Mackenzie. Upon this account both Mr. Mackenzie and the Appellants have been accustomed to draw by cheque, but the latter only pursuant to instructions from their principal. It further appears that in the year 1914 there were remitted to the Appellants and deposited by them in the manner above indicated dividend cheques payable to the order of Mr. Mackenzie to the amount of \$60,000, and in the year 1915 to the amount of \$44,048.

This being the state of affairs Mr. Mackenzie was assessed in the year 1915 for the year 1916 in respect of income in the sum of \$60,500. Upon an appeal by him to the Court of Revision his name was struck out and the name of the Appellants was substituted. In other respects the assessment was confirmed. Upon appeal to the County Judge the assessment was confirmed, with the exception that the amount was reduced to \$60,000.

The assessment is assumed to be made under the following provisions of The Assessment Act (Revised Statutes of Ontario, 1914, Chapter 195):

Section 5, which reads: "All real property in Ontario and all income derived either within or out of Ontario by any person resident therein or received in Ontario by or on behalf of any person resident out of the same shall be liable to taxation" subject to certain enumerated exemptions not relevant here.

Section 11, which reads: "(1) Subject to the exemptions provided for in sections 5 and 10:—

"(a) Every person not liable to business assessment under section 10 shall be assessed in respect of income;

"(b) Every person although liable to business assessment under section 10 shall also be assessed in respect of any income not derived from the business in respect of which he is assessable under that section, and

"(c) Every person liable to business assessment under clause (f) of subsection 1 of section 10 shall also be assessed in respect of the income derived by him from his business, profession or calling, to the extent to which such income exceeds the amount of such business assessment.

"(2) Where such income is not a salary or other fixed amount capable of being estimated for the current year, the income of such person for the purposes of assessment shall be taken to be not less than the amount of his income during the year ending on the 31st December then last past. 4 Edw. VII, c. 23, s. 11."

Section 13, which reads: "(1) Every agent, trustee, or person who collects or receives, or is in any way in possession or control of income for or on behalf of a person who is resident out of Ontario, shall be assessed in respect of such income.

"(2) Every person assessed under this section shall be assessed at his place of business, if any, or if he has no place of business, at his residence. 4 Edw. VII, c. 23, s. 13."

In support of the appeal it was contended:

(1) That the Appellants are not agents, etc., of Mr. Mackenzie within the meaning of section 13 above set out.

(2) That the income in respect of which the Appellants are assessed consists of dividends upon shares held by Mr. Mackenzie in the Brazilian Traction, Light and Power Company, Limited, and is a fixed amount capable of being estimated for the current year, and that these dividends for the year 1915 were only \$40,000, and if assessable at all this, and not \$60,000, is the amount assessable.

(3) That section 13 of The Assessment Act above set out is *ultra vires* of the Legislature of the Province of Ontario in that it provides for the assessment of the person receiving or collecting the income in question and for his reimbursement out of such income, and in this respect provides for indirect taxation; only direct taxation within the Province in order to the raising of a revenue for Provincial purposes being competent to the Legislature under section 92, subsection (2) of "The British North America Act."

In view of the constitutional question raised by the last contention, notice was given to the Attorney-General for Canada and the Attorney-General for Ontario, and at the hearing of this appeal Mr. Cartwright, K.C., Deputy Attorney-General for Ontario, was heard.

As to the Appellants' first contention the Board is of the opinion that the *modus operandi* by which the portion of the Company's profits appropriated as dividends to Mr. Mackenzie's stock holdings was transmitted to Toronto, and deposited to his credit in the Canadian Bank of Commerce, viewed in the light of the wide authority vested in the Appellants under their power of attorney, brings the transaction within the scope of section 13, and satisfies the requirements of that section as to the agency of the Appellants in respect of the income in question. The occurrence of the word "Collect" in this section which would embrace the collection by a resident agent of income for immediate transmission abroad indicates how transitory a possession or control may be sufficient to affix to the agent a liability to assessment in respect of such income.

As to the contention that the income to be assessed is a fixed amount capable of being estimated for the current year, and that therefore it does not come within the scope of section 11, subsection (2), the facts submitted by the Appellants establish on the contrary that the income is a variable amount—in 1914 it was \$60,000, and in 1915 some \$40,000 odd. It was also suggested on the argument that section 13 must be read and construed apart from section 11, with which it is grouped under the general heading "Taxation on income directly." It seems clear, however, that the reasons which induced the enactment of section 11, subsection (2), are equally applicable to incomes which fluctuate in amount from year to year, whether they are received through the medium of a resident agent for a principal residing abroad, or directly by the beneficial owner. This subsection furnishes an ascertainable, it may be an arbitrary, standard, by which to fix and determine the *quantum* of the assessment, and if, as the Board holds, it is applicable in this case, it follows that the income of Mr. Mackenzie for the year preceding 31st December, 1914, is the amount for which he is assessable for the year 1916.

The Board is of the opinion that the objection to the validity of section 13 on constitutional grounds is not well founded.

Section 5 of "The Assessment Act" declares that: "All income derived either within or out of Ontario by any person resident therein or received in Ontario by or on behalf of any person resident out of the same shall be liable to taxation." There was no suggestion during the argument that this enactment is not within the competence of the Legislature. It assumes to impose a tax on the corpus of the income received in Ontario by or on behalf of any person resident out of the same. Legislation by the Province of New Brunswick closely analogous to this was upheld by the Judicial Committee of the Privy Council in the case *Rex v. Lovitt* (1912) A. C. 212. By the New Brunswick Succession Duty Act, 1896, all property situate within the Province was declared to be subject to succession duty whether the deceased was domiciled there or not. A testator resident and domiciled in the Province of Nova Scotia at the date of his death was possessed of \$90,351 deposited in the New Brunswick branch of the Bank of British North America, the head office of which is in London; the amount was paid to his executors after they had obtained ancillary probate in New Brunswick. The Privy Council held that the executors were liable to pay succession duty in New Brunswick. In the course of the opinion delivered there occur the following observations:

"Here the Legislature of New Brunswick has expressly enacted that all property situate in the Province shall be subject to a succession duty though the testator may have had his fixed place of abode or domicile outside the Province."

Again on page 223 in answer to the contention that the true subject matter of the tax was not the property but the succession it is observed: "Although called a succession duty, the tax here in question was laid on the corpus of the property."

Again on page 223: "It (the succession duty) is imposed as part of the price to be paid by the representatives of a deceased testator for the collection or local administration of taxable property within the Province, and in the view of their Lordships, it is intended to be a direct burden on that property."

Besides imposing by section 5 a tax in express terms upon specific property (land and income) The Assessment Act contains a detailed procedure for the preparation of the Assessment Roll upon which all municipal taxation is based. Thus section 22, subsection (1), paragraph (a), declares that as part of the duties of the assessor, the official of the municipality charged with the preparation of the assessment roll: "He shall set down the names and surnames, in full if the same can be ascertained, of all persons, whether they are or are not resident in the municipality, ward or district for which he has been appointed, who are liable to assessment therein." Section 13 provides as above set out that the resident agent of a non-resident beneficial owner of income who collects, receives, or is in any way in possession or control of such income shall be assessed in respect of it. It is contended, however, by the Appellants, relying on the case *Cotton v. Rex* (1914), A. C. 176, that this latter section is *ultra vires* of the enacting legislature since, if the Appellants, as agents of Mr. Mackenzie, are assessed in respect of this income, and compelled to pay the tax, they must look for indemnification to Mr. Mackenzie, and that this being indirect taxation, is beyond the competence of the Legislature. But the assessment of the Appellants proceeds upon the hypothesis, warranted in the opinion of the Board by the facts of the case, that the Appellants, as the agents of Mr. Macenzie, are discharging some or one of the functions in respect of this fund, prescribed by section 13 as a prerequisite to their being validly assessed. Knowing their liability to pay the tax they may for that purpose lawfully withdraw from the moneys in transit or on deposit a sum sufficient to meet this impost, and the corporation's receipt will be a sufficient accounting for the same.

It was pointed out that in certain eventualities such as the revocation of the Appellants' power or the non-receipt by them of any income for the year 1916, they, on being compelled to pay the city's demand, must look to their principal for indemnification: thus stamping the impost as indirect taxation. As opposite to this phase of the case reference may be made to the observations of Lord Hobhouse in the case *Bank of Toronto v. Lambe*, 12 A.C. 575. The question raised in that case was whether an Act of the Quebec Legislature taxing banks carrying on business within the Province was *ultra vires* as imposing an indirect tax. After adopting the well-known definition by John Stuart Mill of direct and indirect taxation, His Lordship refers to a remark of Mr. Fawcett to the effect that a tax may be made direct or indirect by the position of the taxpayer or by private bargains about its payment. His Lordship then proceeds: "Doubtless such remarks have their value in economical discussion. Probably it is true of every indirect tax that some persons are both the first and the final payers of it: and of every direct tax that it affects persons other than the first payers; and the excellence of an economist's definition will be measured by the accuracy with which it contemplates and embraces every incident of the thing defined. But that very excellence impairs its value for the purposes of the lawyer. The Legislature cannot possibly have meant to give a power of taxation valid or invalid according to its actual results in particular cases. It must have contemplated some tangible dividing line re-

ferable to and ascertainable by the general tendencies of the tax and the common understanding of men as to those tendencies."

The relations between Mr. Mackenzie and the Appellants in respect of these annually accruing moneys have been constant, extending over a long period, and evidence an established course of dealing sufficient to warrant the assessment in question under the law as understood by the Board. When those relations change so as to render inapplicable those sections which have been under discussion here cognizance would have to be taken of the change.

Mr. Cartwright referred the Board to the following observations of Mr. Justice Middleton in the case *Treasurer of Ontario v. Canada Life Assurance Co.*, 33 O.L.R. at p. 439, where he is discussing section 92, subsection (2) of "The British North America Act"; and certain general considerations which should be borne in mind when essaying its interpretation and application in particular cases:

"Much has been said concerning the clause in question, looking only at the words 'direct taxation' torn apart from their context and without regard to their historical setting.

"The framers of the Act sought to mould a stable Dominion out of separate Provinces and to end the jealousy and friction which had resulted from the antagonisms and conflicting interests incident to their separate existence. 'Trade and Commerce' was assigned to the Dominion, and with it had to go the power of imposing customs and excise duties. Manifestly no Province could be permitted to interfere with the general fiscal policy of the Dominion by any such indirect tax; but the Provinces had to be given some source of income; and so direct taxation, and this alone, was permitted.

"These considerations seem to indicate that it was not so much the intention to limit the Provincial powers to taxation which would be direct in the strictest sense in which that term is used by political writers, as to prevent the imposition of indirect taxes which would tend to interfere with the general policy of the Confederation. The ultimate incidence of the tax was not so much the concern of the draftsman as the securing of freedom for the Dominion from any interference by the Provinces in matters assigned to it. The term 'direct taxation' ought, therefore, to be liberally and not narrowly construed, and all taxation which can fairly be regarded as direct should be permitted so long as it is confined 'within the Province.'"

The Appeal will be dismissed. There will be no costs to either party, and the Appellants will pay in law stamps \$10.00.

(Sgd.) D. M. McINTYRE,

Chairman.

Dated at Toronto, the Eighth day of February, A.D. 1916.

ORDER.

February 8th, 1916.

Upon the application of Messrs. Blake, Lash, Anglin and Cassels, one of the above named Appellants, made on Tuesday, the 1st day of February, 1916, by way of appeal from the decision of His Honour John Winchester, Judge of the County Court of the County of York, confirming an assessment of the Corporation of the City of Toronto, assessing the Appellants for income received by them as agents of Alexander Mackenzie, one of the above named Appellants, upon hearing read

the notice of appeal and notice of assessment and upon hearing counsel for all parties, and for the Attorney-General for Ontario, no one appearing for the Attorney-General for Canada, though duly notified, as appears by notice and affidavit of services filed, and judgment having been reserved until this day:

1. The Board orders that the said appeal from the decision of His Honour Judge Winchester be and the same is hereby dismissed.

2. And the Board doth further order that there will be no costs of this application to either party, save that the Appellants are to pay in law stamps the sum of ten dollars (\$10.00).

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 3573.

BETWEEN:

The Canadian Pacific Railway Co.,

Appellant,

—and—

The Corporation of the City of Toronto,

Respondent.

(Assessment Appeal).

Feb. 2nd. Hearing, pursuant to appointment, 11.30 a.m. to 1.15 p.m.
Judgment reserved.

Feb. 11th. Judgment delivered varying assessment of 14 ft. strip and dismissing appeal as to retaining wall.

Feb. 17th. Order issued in form of approved draft filed.

OPINION OF THE BOARD.

This is an appeal by The Canadian Pacific Railway Company against the decision of the County Judge of the County of York, confirming the assessment of certain of its property, as fixed by the Court of Revision of the City of Toronto. The subject matter of the assessment under roll number 119,140 of Ward No. 4, Division No. 1, is two fold:

- (1) Rails, ties, etc., which are assessed at \$1,650
- (2) Retaining wall which was valued by the assessor at \$50,000; which
amount on appeal to the Court of Revision was reduced to.... 40,000

It appears that on the application of the Appellant to the Board of Railway Commissioners for Canada, hereafter called The Railway Board, Order No. 15811, dated 9th January, 1912, and Order No. 16837, dated 18th June, 1912, were issued approving plans of a proposed spur or branch line of the Appellant's railway from a point on the main line of the Ontario & Quebec Railway, at or near the foot of Tecumseh Street to the west side of Simcoe Street, between King and Wellington Streets, Toronto. The ownership of the strip of land which by the plans was shown as the site of the proposed branch line—some 14 feet wide and some 2,000 feet long—was claimed both by the City of Toronto and by the Grand Trunk Railway

Company of Canada. The Railway Board leaving the question of ownership to be determined by a Court of competent jurisdiction authorized the construction, maintenance and operation of the proposed spur or branch line on the strip in question, and provided for the payment of compensation to the rightful owner on title being established. The first paragraph of the latter Order, No. 16837, reads as follows:

- “1. That the plan submitted by the applicant Company, signed by J. H. R. Fairbairn, Assistant Chief Engineer of the Applicant Company, No. 47668 on file with the Board under the said file No. 14163 showing the **retaining wall of the said spur along the south side of Front Street** between Spadina Avenue and Bathurst Street be, and the same is hereby approved, and that the Applicant Company be permitted to encroach upon **the south side of Front Street** for the purpose of building the said spur, to the extent shown upon the said plan.”

The spur or branch line and the retaining wall authorized by the above Orders have since been constructed, and are the subject of assessment under roll No. 119140.

It was agreed at the hearing that the assessment of the rails, ties, etc. of the Appellant could not be supported, and that the proper subject of assessment was not the rails and ties, but the strip of land forming the site of the spur or branch line which had by the above Order of the Board of Railway Commissioners been vested in the Appellant. The above assessment of rails, ties, etc., at the sum of \$1,650 will be struck out of the roll and the following by consent substituted:

The strip of land 14 feet wide adjoining the south side of Front Street, and extending westerly from the south-west angle of Spadina Avenue 2049 feet \$13,000

Coming now to a consideration of the appeal in respect of the assessment of the retaining wall, the Respondent alleges that Front Street between Bathurst Street and Spadina Avenue was, at the time of the making of the above Orders, 80 feet wide and embraced the strip of land 14 feet in width expropriated by the Appellant. Prior to the construction of the Appellant's spur or branch line only the northerly portion of Front Street, possibly 66 feet of the total 80 feet, was graded and used as a travelled roadway and the southerly portion formed a sloping bank which in effect retained and held in position the higher level of Front Street, the toe of the slope extending out over the 14 foot strip subsequently expropriated by the Appellant. It appears that the exigencies of the Appellant obliged them to cut away this bank thus depriving Front Street—now reduced to a width of 66 feet—of its lateral support along the south side. In the Orders of the Railway Board, as well as in the plans of the Appellant, this fact is recognized, and a wall of steel and concrete was ordered to be built along the south side of Front Street to serve as a retaining wall in lieu of the sloping bank which the Appellant proposed for its purposes to remove. If this retaining wall had been built upon the 14 foot strip expropriated by the Appellant no question would have arisen as to its assessability, since Section 47, Subsection (2), paragraph (a) expressly exempts from taxation the structures of a railway company on its roadway or right of way. In this case, however, the Order of The Railway Board directs that the Applicant

company (the Appellant) be permitted to encroach upon the south side of Front Street for the purpose of building the said spur to the extent shown on the plan. The plan shows the retaining wall wholly on Front Street except a small part of the footings, and the wall was in fact so built. If this retaining wall is a structure or property belonging to or used by the Appellant upon, in, over, under or affixed to Front Street, within the meaning of paragraph (c) of Section 47, Subsection (2), of The Assessment Act, it is assessable.

This structure, with the legal incidents attaching to it, has had its origin in the Order of The Railway Board. Its terms therefore, binding upon both parties as the terms of a voluntary agreement entered into by them, are of assistance in determining the rights and obligations of the parties arising thereunder. It is to be noted that paragraph 1 of the Order dated 18th June, 1912, refers to the plan on file with the Board as "showing the retaining wall of the said spur along the "south side of Front Street." In the estimation of The Railway Board which authorized the work it thus appears that the retaining wall was an accessory to the spur line of the Appellant. True it would also serve the purpose of retaining the Respondent's highway in position upon the removal by the Appellant of the sloping bank at the south, but this was no more than continuing that lateral support to the soil of the highway which the City Corporation might claim as against an adjoining landowner. Furthermore in giving the Appellant the permission under which the retaining wall was built on the highway, The Railway Board does so in these words: "that the applicant be permitted to "encroach upon the south side of Front Street for the purpose of building the "said spur to the extent shown upon the said plan." It thus appears that the permission to encroach under which the retaining wall has been built on the highway was a permission to encroach for the purpose of building the spur railway. Clearly then in the view of The Railway Board the retaining wall was one of several related members (each indispensable to the completed project), which in the aggregate went to make up the spur or branch line of the Appellant.

In view of the above terms in which the authority to build the retaining wall was given, the Board entertains no doubt that it falls under the description of a structure or substructure belonging to or used by the Appellant Company within the meaning of paragraph (c) of Subsection (2) of Section 47 of The Assessment Act, and that being upon the highway it is assessable.

No question was raised at the hearing as to the value of the retaining wall for assessment purposes.

The appeal is dismissed upon this branch. There will be no costs to either party, but the Appellant will pay \$10.00 in law stamps.

(Sgd.) D. M. McINTYRE,

Chairman.

Dated at Toronto this Eleventh Day of February, A.D., 1916.

February 14th, 1916.

ORDER.

Upon the application of the above-named Appellants, made on Wednesday, the 2nd day of February, 1916, by way of appeal from the decision of His Honour John Winchester, Judge of the County Court of the County of York, confirming an assessment of the Corporation of the City of Toronto, assessing the Appellants

for certain property owned or used by them, upon hearing read the Notice of Appeal, and the Notice of Assessment, and upon hearing counsel for both parties, and judgment having been reserved until this day:

1. The Board orders that the following assessment roll Number 119140 of Ward Four, Division Number One, of the City of Toronto for the year 1916, viz. rails, ties, etc., assessed at \$1,650, be struck out and the following substituted therefor:

“The strip of land 14 feet wide adjoining the south side of Front Street and extending westerly from the south-west angle of Spadina Avenue 2,049 feet \$13,000”

2. And, save as aforesaid, the Board orders that the said appeal from the decision of His Honour Judge Winchester be, and the same is hereby, dismissed, and the said assessment is hereby confirmed.

3. And the Board further orders that there will be no costs of this application to either party, save that the Appellants are to pay in law stamps the sum of Ten Dollars (\$10.00).

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 3586. (P. 262.)

In the matter of certain expropriation proceedings taken by the Toronto and Hamilton Highway Commission under the Toronto and Hamilton Highway Commission Act, in respect of lands of Emma Crabb and Samuel Crabb, said lands being part Lot 32, Con. IV, south of Dundas Street, Tp. Trafalgar, Co. of Halton, and

In the matter of “The Ontario Public Works Act.”

Jan. 15th. Hearing adjourned *sine die* at request of counsel.

May 15th. Hearing, 11 a.m. to 1.10 p.m. and 2.30 p.m. to 5.20 p.m. Adjourned to to-morrow at 11 a.m.

May 16th. Hearing continued, 11 a.m. to 1.10 p.m. and 2.40 p.m. to 5 p.m. Adjourned to Thursday, May 25th, at 10 a.m.

May 26th. Hearing continued, 10 a.m. to 10.55 a.m. to 1.10 p.m., and 2.30 p.m. to 5.50 p.m., pursuant to adjournment and arrangement with counsel. Adjourned to 10 a.m., Monday, May 29th, 1916.

May 29th. Hearing continued 10 a.m. to 1 p.m. and 2.30 to 5.15 p.m. Adjourned to June 15th, 10.30 a.m.

June 15th. Hearing continued, 2.30 to 5.30 p.m. Adjourned to 10.30 a.m., to-morrow.

June 16th. Hearing continued, 10.30 to 11.40 a.m. Board adjourns for view of *locus*. Argument to be at 10 a.m. to-morrow.

June 16th. 1.25 to 6 p.m. View by Board.

June 17th. Hearing continued, 10 a.m. to 1 p.m. Written reply to be put in by Mr. Laidlaw. Judgment reserved.

June 14th. Judgment delivered and award issued.

June 18th. Papers and proceedings certified by chairman and handed to Mr. Laidlaw for delivery to Central Office, Osgoode Hall.

Oct. 6th. Landowners' application for leave to appeal and Highway Commission's application for leave to cross appeal dismissed by Appellate Division. 11 O.W.N., 47.

OPINION OF THE BOARD.

This is an arbitration under "The Toronto and Hamilton Highway Commission Act" to determine the compensation to be made in respect of a part of Lot Number 32, in the Fourth Concession of the Township of Trafalgar, in the County of Halton, declared by the Commission to be necessary for the construction of the roadway under that Act. Notice of expropriation dated 7th June, 1915, was served upon all persons appearing to have any interest in the lands and amongst others upon Samuel Crabb and Emma Crabb (owners) and upon William Laidlaw, K.C., who appeared by counsel or in person at the hearing.

Section 10 of the above Act declares that the Commission shall have and may exercise the like powers and shall proceed in the manner provided by "The Ontario Public Works Act," where the Minister of Public Works takes land or property for the use of Ontario and the provisions of that Act shall, *mutatis mutandis*, apply.

Section 22 of the latter Act reads thus:

"22. The Minister shall make to the owner of land entered upon, taken or used by him or injuriously affected by the exercise of any of the powers conferred by this Act due compensation for any damages necessarily resulting from the exercise of such powers, beyond any advantage which the owner may derive from the contemplated work; and any claim for such compensation not mutually agreed upon, shall be determined as hereinafter provided. 10 Edw. VII, c. 11, s. 22."

The land expropriated contains 1.7 acres and consists of a strip 66 feet wide and 1,125 feet 11 inches long, extending in a northerly direction from the southwest to the north-east boundary of the property of Samuel Crabb and Emma Crabb, and is intended to form a portion of the site of the proposed highway from Toronto to Hamilton. The Crabb property across which this strip runs is a farm of about 72 acres, fronting upon the Lake Shore Road and extending back to the concession road. The farm was bought by Crabb twenty-three years ago for \$5,700. Since the time of the purchase Crabb states that he has made improvements to the buildings to the value of \$1,500 or \$2,000 (notes p. 68). He has also laid 7,000 feet of drain tile.

Crabb testified that he worked the property in part as a fruit farm and in part as a general farm, rising hay, grain and vegetables, and feeding cattle and hogs. The fruits raised were chiefly strawberries, raspberries, black caps and apples. Crabb stated that he made as much as \$3,000 a year from fruit and orchard, and \$1,000 a year from the balance of the farm. Out of this revenue he and his family lived, and he admitted that after twenty-three years, from the mortgage for \$3,000 which he gave to secure the unpaid balance of the purchase money he had paid off only \$1,000. His only possessions are the farm so encumbered and a security of some kind for \$2,800 from his son for advances which he says he made.

While Crabb was absent in British Columbia for five years the farm was rented to a tenant for \$700 a year. Crabb and his wife filed the following detailed claim:

4. And the said Samuel Crabb and Emma Crabb claim due compensation:

- (1) For the entering upon the said lands and premises and the expropriation and use of the said roadway;
- (2) For the severance of the northerly and southerly portions of the said lands and premises;
- (3) For the injury, depreciation, loss and damage arising from such severance;

(4) For the interference with the sale, use, occupation and cultivation of the said lands and premises;

(5) For the interference with the natural and artificial watercourses, roads, ways and passages to and from the said lands and premises;

(6) For the interference with the drainage and other improvements of the said lands and premises;

(7) For the depreciation in the market value of the said lands and premises;

(8) For the liability for assessments, levies and taxes which may be assessed, levied and taxed against the said lands and premises and against the said Samuel Crabb and Emma Crabb, and against subsequent owners of the said lands and premises, under or in pursuance of the use or exercise of the powers and provisions of the said Acts;

(9) For liability for such sums of money as may be imposed upon the said lands and premises, or upon the said Samuel Crabb and Emma Crabb, or subsequent owners of the said lands and premises, by reason of the provisions of the said Acts, and by the acts, defaults, neglects or other proceedings by or against the Commission;

(10) For loss of the public use of the soil and freehold of the public highways of the Township of Trafalgar which have been expropriated, taken or used by the Commission;

(11) For all liability for assessments, levies and taxes which may be imposed by the Municipal Corporation of the Township of Trafalgar for or in respect of the exercise of any of the powers, enactments and provisions of the said Acts;

(12) For all liability for interest upon money expended upon the said roadway;

(13) For all liability under and in pursuance of sections 22, 23 and 24 of the Toronto and Hamilton Highway Commission Act; and for all assessments, levies and taxes; and all future liability for assessments, levies and taxes in respect thereof;

(14) For all liability for all damages or costs against the Commission of every nature or kind whatsoever which shall be chargeable to the Municipal Corporations under the said Act, and which may be assessed, levied for and taxed against the said lands and premises or against the said Samuel Crabb or Emma Crabb or against future owners of the said lands and premises;

(15) And for all other compensation of every nature and kind whatsoever recoverable and to be recoverable by the said Samuel Crabb and Emma Crabb against the Toronto and Hamilton Highway Commission by reason of the use and exercise of the powers and provisions of the said Acts;

(16) Interest, fees, charges and expenses.

And the said Samuel Crabb and Emma Crabb claim to be entitled to a full statement from the Commission showing in detail the present receipts and expenditures of the Commission and the probable future receipts and expenditures of the Commission for the purpose of the construction and maintenance of the said roadway from the western limits of the City of Toronto to the City of Hamilton; and that all proper inquiries shall be made and all accounts taken for the purpose of ascertaining due compensation in the premises.

And the said Samuel Crabb and Emma Crabb claim to recover from the Toronto and Hamilton Highway Commission for due compensation as aforesaid the sum of \$20,000.

And the said William Laidlaw claims to be entitled to recover the amount justly due and payable to him under and by virtue of the said mortgage and other liens on the said lands and premises.

A number of witnesses were called by both parties to the arbitration and a considerable volume of evidence was submitted bearing upon the value of the property taken and the injurious affection of that retained by Crabb, all of which has been carefully considered. It does not appear that any profitable result would follow from a minute and detailed analysis of the testimony of the witnesses. An attempt to harmonize the various estimates of value could only result in failure as from many points of view they are hopelessly irreconcilable. Upon two points, however, there is a fair measure of agreement;

(1) Crabb's land and similar properties along the lake shore originally saleable only for farm purposes at prices based on their earning value as farms have in recent years, found a new market at greatly enhanced prices by reason of a demand for country residences by well-to-do citizens of Toronto and Hamilton. The properties most sought after for this purpose are those possessing a light, sandy soil suitable for fruit culture with an outlook upon the lake and convenient of access from these cities by road or rail.

(2) The proposed highway will advantage the district through which it passes, and will enhance the market value of lands abutting upon it. To this Crabb gave only a grudging assent, but the evidence amply warrants such a conclusion; indeed Crabb signed a petition for the construction of the highway, no doubt in expectation of direct pecuniary benefit.

The testimony of Mr. Flett, a witness called by the Commission, commends itself to the Board since it summarized the results of actual experience on his part in the buying and selling of property similar to Crabb's, and very similarly affected by the construction of the proposed highway.

Mr. Flett has dealt largely in land from the City of Hamilton along the Lake Shore Road as far east as the Appleby line—which latter is about a mile and a half west of the Crabb farm. He purchased two farms in expectation of the construction of The Toronto-Hamilton Highway for speculative purposes. He bought the Rose Hill farm of 85 acres for \$15,000 in November, 1911; that is for approximately \$176 an acre. This farm, which is two and a half miles west of Crabb's, fronted on the Lake Shore Road, which crossed the farm along the lake front, and is the full width of Township Lot No. 5. Mr. Flett, as the result of negotiations with the Township Council procured the Lake Shore Road in front of his property to be closed and conveyed to him, and gave a strip of his property sixty-six feet wide for the site of a highway in lieu of the closed road. This substituted highway crossed his farm along such a line that 18.9 acres were between it and the lake, and the balance of 67.38 acres lay north of the new highway. In addition, Mr. Flett, under agreement with the Township, paid \$3,500 for a bridge on the line of the new highway and for concreting the new highway across his farm. Mr. Flett did this because he thought the construction of the new highway on the new site, and the closing of the old Lake Shore Road would give added value to the property. In this he was not disappointed. In January, 1914, he sold 20.6 acres on the side of the new highway remote from the water front for \$6,123; about \$300 an acre. In January, 1915, he sold 20 acres adjoining the first named parcel for \$6,000, or \$300 an acre. He still holds 27 acres on the side of the new highway remote from the water front besides what he considers, and no doubt rightly, by far the most valuable part of his purchase 18.9 acres between the new highway and the lake shore.

Comparing this property with Crabb's farm Mr. Flett, under examination, testified as follows:

Q.—That Rose Hill farm is about two miles from the Crabb property? A.—Yes.

Q.—How does it compare as to character of land with the Crabb property?

A.—The land on what is known as lake front on the Rose Hill farm is sandy soil; there are 50 acres of sandy soil, 20 acres clay loam, 5 acres of clay, 10 acres of creek flats, an old apple orchard of about 100 trees. The farm had been used for 20 years previously as a mixed farm.

Q.—Compare it with Crabb's land, as land? A.—Very much more valuable to be divided up.

Q.—As farm land? A.—As farm land.

Q.—More valuable for division? A.—Yes.

Q.—Why was it more valuable for division? A.—On the lake front it is magnificent, forest trees, also very beautiful ravine running up through the centre of the property, nicely wooded, and the lake front is well wooded.

Q.—You have still got the lake front part? A.—I have.

In December 1912 Mr. Flett purchased the Shore Acres farm of 91 3-10 acres for \$27,055, or approximately \$300 per acre. This farm lies west of the Rose Hill farm the width of two township lots; it extends from the waters of the lake back to the concession road. As in the case of the Rose Hill farm, Mr. Flett arranged with the Township for the closing and conveyance to him of the original Lake Shore Road which ran near the water's edge, he giving to the Township in lieu thereof a strip across the farm 66 feet in width for the new highway, and varying in distance from the lake front from 600 feet to 900 feet. Questioned by Mr. Rose as to the character of this purchase the following will be found on page 151 of the notes:

Q.—What was the quality of that farm land? A.—Most productive lake shore farm between Burlington and Toronto.

Q.—What was it? A.—Berries; there were 960 bearing fruit trees, 428 apple trees in bearing, 209 cherry trees, 165 plum trees, 214 pear trees, a total of 960 fruit trees in bearing; three acres of raspberries, three-quarters of an acre of gooseberries; two acres of red currants, one acre of black currants. The fruit occupied a space of 35 acres or a little over on the farm property.

Q.—Had the trees been cared for? A.—Well cared for and kept in good condition.

Q.—How do you compare that with the Crabb farm in the quality of the trees and the soil? A.—Very superior.

Q.—As to adaptability for subdivision, how do you think it compares with his?

A.—It was purchased from the fact also that it has a natural beautiful ravine running through the property, also desirable lake front with a sand beach such as you do not get many places along the north shore of Lake Ontario.

As appears from the plan filed, Exhibit No. 10, Mr. Flett has subdivided this property into villa lots, and disposed of one of them containing 6 acres situated between the new highway and the lake front for \$9,000, upon which there is a house valued at \$2,000.

With this recent experience in dealing with properties similar to Crabb's, Mr. Flett, under examination, testified as follows:

Q.—Have you examined the Crabb property? A.—I have.

Q.—Have you come to any conclusion as to what its value is by the acre or as a whole lot? A.—It depends entirely upon what you wish to value the place for.

If it was for a stock farm \$150 an acre would be all any man could afford to pay to go on and use it as such. If for fruit, \$300 an acre for the whole farm would be considered a good price for Mr. Crabb's property, considering what has been paid for shore properties along the Lake Shore Road between Burlington and Bronte.

Q.—Three hundred dollars an acre, valued as farm land? A.—As a fruit farm. If it is to be considered from any standpoint of real estate, I would value the land of Mr. Crabb's farm between the new roadway and the lake at \$500 per acre. If the old roadway which now lies close to the lake was removed it would bring the land up to \$700 or \$800 an acre. To the north of the road adjoining the highway there are 30 acres of land there that would be suitable for fruit purposes. I value that at \$9,000; \$300 an acre, that is adjoining the highway and extending towards the radial. The rear 20 acres adjoining the concession line I would value at \$150 an acre.

Q.—Why do you make that worth so much less? A.—Because of its quality and position combined.

Q.—You said if the existing Lake Shore Road between Crabb's house and the lake could be closed you would think that would add very considerably to the value of the land between the lake and the new highway; why do you say that? A.—Any gentleman coming there to purchase what is known as lake shore frontage would not own lake shore frontage if the roadway extends between the property which is purchased and the lake.

Q.—I ask you why you said the existence of the road between Crabb's house and the lake made such a difference in the value? A.—Because a gentleman who purchases it would not own lake shore frontage.

Q.—Do you find in attempting to make sales that it is important to have lake shore frontage? A.—The man who will pay the price absolutely declines to buy unless he has absolutely unobstructed access to the water front and owns the water front.

Q.—With the old Lake Shore Road there you do not think you could get any such price as \$750 an acre? A.—Five hundred dollars an acre would be the outside valuation as far as my judgment goes.

Q.—If the old road was closed and given to Mr. Crabb you would put it at \$750? A.—Yes.

Q.—How has the coming of the Toronto-Hamilton Highway affected the value of properties which it passes or adjoins? A.—The owners of property along that highway have added 100 per cent. to their properties and did add 100 per cent. to their property after they knew the highway was located along that line; from 50 to 100 per cent. depending on what that property was suitable for.

Q.—What do you mean, the owners added that? A.—From the fact that the highway was going to be built there.

Q.—Added it to what? A.—To the price they had formerly held it at.

Q.—Have there been sales to your knowledge that have indicated whether they were right or wrong in so adding to their holding price? A.—Sales have taken place.

Q.—Which have indicated one thing or the other? A.—They have indicated that the road has given an enhanced value. It is not to be supposed that the property would move freely along the road until the road is completed.

Q.—Sales that have taken place do indicate that the property is enhanced in value? A.—That has been our experience in selling.

Q.—Have you made many sales of these lands that you have bought and cut up? A.—We have made some.

Q.—Are you taking into account the price you obtained when you were fixing the price for Crabb’s farm? A.—In valuing Mr. Crabb’s farm I valued it from a peculiar standpoint: to start with, what it would be worth as a fruit farm or stock farm or to be partially divided. It is not suitable for lots, but it is suitable, the greater portion of it, for 15 or 20 acre lots; 10 to 20 acre lots, a portion of it near the highway on both sides.

Q.—In arriving at the value you have given us here to-day I want to know whether you applied all the knowledge you have got? A.—I took into consideration the fact of the roadway going through.

The Board’s understanding of this testimony is that the increased values of the farm were due to the proposed new highway. Applying Mr. Flett’s evidence in tabulated form the following result is reached as to the value of the Crabb farm:

Value as a stock farm:	
72 acres at \$150 per acre	\$10,800
Value as a fruit farm:	
72 acres at \$300 per acre	21,600
Value in view of the construction of the Toronto-Hamilton Highway:	
20 acres at \$500 per acre	10,000
30 acres at \$300 per acre	9,000
20 acres at \$150 per acre	3,000
	<hr/>
	\$22,000
Value of the construction of new highway and closing of old Lake Shore Road and its conveyance to Crabb:	
20 acres at \$750	\$15,000
30 acres at \$300	9,000
20 acres at \$150	3,000
	<hr/>
	\$27,000

Mr. Crabb, while testifying that the new highway will not increase the value of his property (a view which the Board cannot adopt) still values it at \$1,000 per acre for the front 27 acres and \$500 per acre for the remaining 45 acres, or in all \$49,500. In view of Mr. Flett’s recent experience in purchasing the Rose Hill and Shore Acres farms at \$176 and \$300 per acre respectively, and of his knowledge of land values along the lake shore in recent years, this valuation of his property by Mr. Crabb seems to corroborate the former’s statement on page 148 of the notes that “the owners of property along that highway have added 100 per cent. to their properties, and did add 100 per cent. to their property after they knew the highway was located along that line; from 50 to 100 per cent. depending on what that property was suitable for.”

Mr. Osler and Mr. Cudmore are the owners of the two farms situated respectively east and west of the Crabb farm, through both of which the Toronto and Hamilton Highway has been diverted from the site of the old Lake Shore Road close to the beach. In the case of Mr. Osler the Legislature has confirmed the conveyance to him by the Commission of the old road opposite his farm. As appears from the “Commission’s Act” of 1916 a conveyance to Mr. Cudmore of

the old road opposite his property was in contemplation, but apparently has not yet been consummated. It appears from the statement of Mr. Davis, a member of the Commission (p. 192 notes), that the Commission was willing to convey to Mr. Crabb the old road opposite his farm, but the latter did not want that done: perhaps the reason is that Mr. Crabb claims to be already the owner (p. 11 of notes of Mr. Rose's argument). Whichever view is correct Mr. Crabb is owner, or might readily be vested with ownership, of the old Lake Shore Road opposite his land, and so enjoy all the consequential advantages which are alleged to flow from its being closed up, and no injustice is done to him under present or immediately impending conditions in imputing to his property Mr. Flett's valuation which aggregates \$27,000, or the greater value of \$49,500 which Crabb claims for it.

While all the lands, rural and urban, lying between Toronto and Hamilton, which this highway serves or may be made to serve in a greater or less degree, have, in the opinion of the Board, been enhanced in value, it appears to it that the lands of Mr. Crabb have, beyond this general advantage, derived from its construction a "direct and special and peculiar" advantage as expressed by Osler, J.A., in the case in *re Pryce and Toronto*, 20 A.R. p. 21. Mr. Home Smith, an experienced dealer in real estate, who was called as a witness by Mr. Crabb, assigns the Crabb farm to the category of lands limited in extent which, by reason of their beauty of situation are likely to attract the class of purchasers—well-to-do citizens of Toronto and Hamilton seeking sites for country homes—who are willing to pay prices for lake shore properties far in excess of their value as farming lands. At page 118 on the notes of evidence he says: "This Crabb farm, which I never knew by that name before, is one of the prettiest spots on the lake front. It is one of the most charming bits on the whole lake road. There are five charming places along the road, but this and Cudmore's are the best."

Dealing *seriatim* with the items of claim, as summarized in Mr. Laidlaw's written argument, the Board would dispose of them as follows:

1. The land taken, 1.7 acres, being a portion of the front of the farm, may properly be valued at \$750 per acre—a total of \$1,275.

2. As to the claim for damages of water supply, Mr. Crabb had arranged that a part of the tile drainage of his farm should be carried to a clay basin situated in his barn. This, he stated, assured him a never failing supply of good water for his cattle and other animals; he further charged that the construction of the highway had severed his tiles and so cut off from his barn the supply of water he obtained from the drainage area above the highway, leaving available only the drainage area below the highway. The members of the Board had a view of Mr. Crabb's premises in the month of June. They found the tiles discharging into the clay basin, which was full and overflowing. So far as the members of the Board could see there was an abundance of water; true it is a matter of conjecture whether or not the supply will continue throughout the summer. To meet the possibility of failure in dry weather it was suggested during the hearing at the instance of the Commission's engineer that the tile pipes above and below the new highway should be connected by iron pipes passing under the highway, so ensuring the old time supply from the upper field. This suggestion was rejected, Mr. Laidlaw saying as appears from the notes of evidence "I am not going to have the case opened up for any such purpose." With the evidence before it and after the view the Board do not feel warranted in awarding any sum under this head of claim. In this conclusion the Board is supported by the testimony of Mr. Speers who had lived on this property. He testifies on page 223 of the notes as follows:

Q.—Do you know whether there is water running into the tank in the barn now? A.—Yes.

Q.—Do you know whether there is a supply of water to keep it full? A.—Well, there has not been any dry time since that road was built. We have had pretty wet weather, and any time I have been in there, once during the winter and twice this spring, there has always been water running.

TO THE CHAIRMAN:

Q.—Going into this clay basin? A.—Yes, it is plastered.

TO MR. ROSE:

Q.—You were there last winter when the ground was frozen up? A.—The latter part of December.

Q.—The water was running in them? A.—Yes.

Q.—You know where the drains are? A.—I know where the drains are.

Q.—Do you know where the springs are? A.—It is springy all over.

Q.—The whole land? A.—Yes, full of springs.

Q.—Are there springs between the lake and the new highway as well as the other side? A.—Yes, it is springy on both sides—probably more on the south side.

Q.—The south side being nearer the water? A.—Yes, there might be more—it is springy land.

See also the testimony of Mr. Lush, p. 234 of the notes of evidence.

3. For fencing along the new highway Mr. Crabb claims \$250. Mr. Lush states, at p. 251 of the notes of evidence, that he sells fencing and could sell the 9-wire fence for 43c. per rod; or the fence set up in position at \$1.00 a rod; while gates would be furnished complete for \$4.75 each. The Board is of opinion that on Mr. Crabb's frontage an allowance of \$175 for fencing and four gates would be reasonable.

4. For loss of crops in 1915 and the destruction of berry bushes and plants Mr. Crabb claims \$200. From their view of the condition of the premises in June of this year, and judging from the use that is now being made of the lands adjoining the new highway, the members of the Board are of opinion that an allowance of \$25 would be ample.

5. For the loss of a hickory shade tree the Board awards \$20.

6. As to this claim the Board is of opinion that Crabb will suffer inconvenience and loss by reason of the severance of his farm into two parts. The Board cannot, however, accept the bald statement of Mr. Home Smith and Mr. Gibson that the injury to the farm by severance is 10 per cent. of its selling value. The testimony of Mr. Flett satisfies the Board that in view of his experience above referred to, the property for subdivision and selling is enhanced in value; while Mr. Lush, a practical fruit farmer, states that as a farm the severance is not a very great disadvantage. The unity and compactness of the farm are broken and in view of this and the undoubted resultant inconvenience the Board is of opinion that \$750 would be a fair allowance in respect of it.

7. In respect of this claim the Board is of opinion that the benefit to the Crabb property proper under the authorities to be set off against this tax is quite equal to and indeed exceeds the tax.

8. Interest at the rate of five per cent. per annum should be allowed on the compensation awarded from June when the Commission took possession—say 1st June, 1915.

9. The Board allows 10 per cent. to be added to the compensation awarded.

The claimants, Crabb and his wife, should have their costs of the arbitration, and this chiefly on the ground that no offer was made to them before entering on the arbitration. This may have arisen from the exaggerated view which the claimants took of the compensation to which they were entitled, and which precluded negotiation. It may be stated that the Board is affected in arriving at the above conclusions by the settlements made with Mr. Osler and Mr. Cudmore, the next neighbors to Mr. Crabb. Both were affected in much the same way by the diverted highway over their lands; the former settled for \$1,200 for two acres and a conveyance of the old lake shore road opposite his farm, and the latter took \$1,500 for 1.3 acres.

The costs should be taxed by one of the taxing officers at Osgoode Hall on the scale of the Supreme Court of Ontario.

Summarized the Board's award is as follows:

1.7 acres at \$750 per acre	\$1,275.00
Fencing new highway	175.00
Loss of crops, 1915	25.00
Value of shade tree	20.00
Injurious affection of land retained	750.00
	<hr/>
	\$2,245.00
Ten per cent. for compulsory expropriation	224.50
	<hr/>
	\$2,469.50
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(Sgd.) D. M. MCINTYRE,

Chairman.

Dated at Toronto the Fourteenth day of July, A.D. 1916.

AWARD.

July 14th, 1916.

Whereas, under the provisions of section 10 of "An Act respecting the Toronto and Hamilton Highway Commission," being Chapter 18 of the Statutes of the Province of Ontario passed in the Session held in the Fifth year of the Reign of His Majesty, King George the Fifth, and of sections 22 and 29 of "An Act respecting the Public Works of Ontario," being Chapter 35 of the Revised Statutes of Ontario, 1914, the said Commission duly gave Notice of Expropriation of the lands therein described and Notice that they desired the compensation for such lands to be fixed by The Ontario Railway and Municipal Board.

Now, the said The Ontario Railway and Municipal Board, having taken upon itself the burden of the arbitration to fix such compensation as aforesaid, and having heard and duly considered all the allegations and evidence of the said The Toronto and Hamilton Highway Commission and of the said Owners of the said lands and all parties interested in the said lands appearing before the said Board, concerning the said matters and things so referred to its arbitrament as aforesaid, does hereby make and publish its finding and award as to all the said matters and things as follows:—

(1) The Board finds and awards that the said Emma Crabb and Samuel Crabb shall be paid their costs of the arbitration and directs that such costs be taxed by one of the taxing officers at Osgoode Hall on the scale of the Supreme Court of Ontario.

(2) And the Board finds and awards the value of the lands expropriated by the said The Toronto and Hamilton Highway Commission to be 1.7 acres, at \$750 per acre, \$1,275.00.

(3) And the Board finds and awards that the said The Toronto and Hamilton Highway Commission should pay for fencing the new highway the sum of \$175.00, and should pay for loss of crops in the year 1915, \$25.00, and for the loss of a hickory shade tree \$20.00.

(4) And the Board finds and awards that the amount of the injurious affection of the land retained, due to the severance of the farm into parts by the proposed highway is the sum of \$750.00.

(5) And the Board allows ten per cent. on the amount of its above-mentioned award for the compulsory expropriation of the said property, amounting to \$224.50.

(6) And the Board finds and awards that interest at the rate of five per cent. per annum, on \$2,469.50 from the first day of June, 1915, should be paid by the said The Toronto and Hamilton Highway Commission to the persons entitled thereto.

(7) And the Board directs that \$95.00, its fee for law stamps herein, be paid by the said The Toronto and Hamilton Highway Commission.

In witness whereof the Chairman and Vice-Chairman of the said The Ontario Railway and Municipal Board, being the members thereof before whom the said arbitration was heard, have hereto set their hands and caused to be affixed hereto the seal of the said Board this fourteenth day of July, A.D. 1916, at the City of Toronto, in the Province of Ontario.

(Sgd.) D. M. McINTYRE,
Chairman.

(Sgd.) A. B. INGRAM,
Vice-Chairman.

(Seal.)

PROCEDURE FILE 3599.

BETWEEN:

Duncan D. Reid,

Appellant,

—and—

The Corporation of the City of Toronto,

Respondent.

(Assessment Appeal.)

Jan. 6th. Notice of Appeal filed.

Feb. 3rd. Hearing, pursuant to appointment, 11.30 a.m. to 1.15 p.m., and 2.30 to 4.45 p.m. Judgment reserved.

Feb. 17th. Judgment delivered dismissing appeal except as to Lot No. 8, Montgomery Ave., assessment of same being reduced from \$25.00 to \$20.00 per foot, total reduction from \$1,250 to \$1,000.

March 8th. Order issued.

OPINION OF THE BOARD.

The Board is of opinion that no evidence was offered to warrant its disturbing the assessment appealed against, except that in respect of Lot Number Eight (8) on Montgomery Avenue, because of its irregular shape there should be a reduction of the assessment from \$25.00 per foot to \$20.00 per foot, thus in effect reducing the assessment of said lot from \$1,250.00 to \$1,000.00. In all other respects the assessment of the appellant is confirmed, and the appeal is dismissed.

There will be no costs to either party, but the Appellant will pay \$10.00, the Board's fee in law stamps.

(Sgd.) D. M. McINTYRE,

Chairman.

Dated at Toronto the 17th Day of February, A.D. 1916.

ORDER.

February 17th, 1916. .

Upon the application of the above-named Appellant, made Thursday, the Third day of February, 1916, by way of Appeal from the decision of His Honour Judge Winchester, Judge of the County Court of the County of York, confirming an assessment of the Respondent on certain property owned by the Appellant; upon hearing read the Notice of Appeal and the Notice of Assessment; and upon hearing the evidence adduced on behalf of both parties; and upon hearing Counsel for the Respondent and the Appellant appearing in person, and judgment having been reserved until this day,

(1) The Board orders that the assessment of Lot Number 8 on the south side of Montgomery Avenue, owned by the Appellant, shall be reduced from \$1,250.00 to \$1,000.00.

(2) And the Board orders that, save as aforesaid, the said Appeal from the decision of His Honour Judge Winchester be and the same is hereby dismissed, and the said assessment is hereby confirmed.

(3) And the Board further orders that there will be no costs of this application to either party, save that the Appellant is to pay in law stamps the sum of \$10.00.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3604.

Application by Robert Reid, Owner, under "The City and Suburbs Plans Act," and section 20 of "The Municipal Amendment Act, 1914," for approval of Plan of proposed subdivision of part Lot 36, Con. I, Ottawa Front, Township Nepean, (now within the limits of the City of Ottawa) lying to the south of the Ottawa, Arnprior & Parry Sound Railway.

Jan. 15th. Application and material filed.

March 10th. Conference with Owner, his Solicitor, and Surveyor. Plan withdrawn, new plan to be filed.

April 3rd. New Plan filed, considered, approved and certified.

PROCEDURE FILE 3617.

In the matter of the Petition of J. W. Sands, *et al*, under section 36 of "The Ontario Telephone Act," for continued service by the Dresden Rural Telephone System (Thos. Convay).

Jan. 24th. Petition, etc., filed.

April 20th. Order.

ORDER.

April 20th, 1916.

Upon hearing evidence on behalf of the Petitioners, Counsel on behalf of the Municipal Corporation of the Township of Dawn, the evidence of Mr. Thomas Convay, Proprietor of the Dresden Rural Telephone System, upon reading the agreement between the Board of Commissioners of the Telephone System of the Municipality of Dawn and Mr. Thomas Convay, dated the 25th day of February, A.D. 1916, and other material filed,

The Board orders:

(1) That Mr. Thomas Convay shall continue to furnish telephone service to the Applicants in connection with the Dresden Rural Telephone System upon the same terms as hitherto.

(2) That the poles, wires and other equipment purchased by the Municipal Corporation of the Township of Dawn from Mr. Thomas Convay at the price fixed by this Board in its Order dated the 22nd day of December, A.D. 1915, be transferred to the said Mr. Thomas Convay, pursuant to the said agreement, upon his returning to the said Corporation the sum of Four Hundred and Fifty Dollars (\$450.00).

(3) That the Municipal Corporation of the Township of Dawn shall purchase from Mr. Thomas Convay fourteen poles and the equipment thereon located on the east side of the Fifth line of the Township of Dawn and pay the said Mr. Thomas Convay therefor the sum of Forty-five Dollars (\$45.00), and that the said Corporation shall furnish Mr. Thomas Convay with pin space upon the said poles at an annual rental of Six Cents per pole per circuit, the said Mr. Thomas Convay to provide and erect upon the said poles, at his cost, such wire, side blocks and insulators as he may require for the use of his system.

And the Board further orders that there shall be no fee payable for the law stamps in respect of this Order.

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 3636.

In the matter of the application of the Corporation of the County of Wellington and the Corporation of the County of Huron, under subsection 9 of section 460 of "The Municipal Act," relieving the Applicants from the obligation to rebuild the Wellington and Huron Bridge across a branch of the Maitland River on the Town Line between the Townships of Minto and Howick.

Feb. 2nd. Application filed.

March 1st. Hearing, pursuant to appointment, at Town of Listowel, 1 p.m. to 3.50 p.m. Judgment reserved for one month, parties to negotiate in interim.

March 22nd. Order issued in the form of approved draft filed.

ORDER.

March 1st, 1916.

Upon the application of the Corporation of the County of Wellington and the Corporation of the County of Huron, in presence of Counsel for the said Applicants and in presence of Counsel for William Pike and William Thomas Ruller, and in presence of the Reeve of the Township of Howick and the Reeve of the Township of Minto, upon hearing the evidence adduced and what was alleged by Counsel and the parties aforesaid:

(1) The Board orders under and in pursuance of subsections 9 and 10 of section 460 of "The Municipal Act" (R.S.O., 1914, Chapter 192), that the said Applicants be and they are hereby relieved from the obligation to rebuild the bridge across a branch of the Maitland River on the Town Line between the Townships of Minto and Howick at Lot 42 in the Third Concession in the said Township of Minto, upon condition that the said Applicants pay to the above-mentioned William Pike, owner of part of Lot 32 in the Third Concession of the Township of Howick, the sum of \$725.00 in full of all depreciation in value past, present or future to the "timbered land" on the north side of the said Branch of the Maitland River and shown on the Plan filed on this application, and also upon condition that the said Applicants pay to the above-mentioned William Thomas Ruller, owner of Lot 42 in the Third Concession of the Township of Minto, the sum of \$200.00 in full of all depreciation in value past, present and future of that part of the said Lot 42, to the north of the said branch of the River Maitland, and marked "cultivated land" on the said plan filed on this application. The said parts of the said lands of the said William Pike and William Thomas Ruller being those parts of their respective farms cut off from the major parts of the said farms by the said branch of the River Maitland, on the said Town Line; and also upon condition that the Applicants permit the said William Pike and William Thomas Ruller to take the material now in the bridge spanning the said branch of the River Maitland on the Town Line, with the right to remove it.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3639. (P. 250.)

In the matter of the application by the City of Toronto, for approval of Plan, etc., for reconstruction of bridge at the foot of Bathurst Street, Toronto, over the G. T. R.

Feb. 7th. Application and plans filed.

Feb. 18th. Drawing No. C-8-37, showing temporary wooden trestle and concrete abutments for south approach to Bathurst Street, filed.

March 4th. Engineer's Report filed.

April 5th. Engineer's Report filed.

April 15th. Hearing, pursuant to appointment, 10 a.m. to 11 a.m. Board refers Plans to its Engineer for consideration.

Aug. 24th. Engineer's Report filed.

Aug. 25th. Order.

March 4th, 1916.

SIR,—I have examined the plan of the wooden trestle approach to the Bathurst Street Bridge No. C-8-37, forwarded to your Board by the City Bridge Department, and have calculated all the stresses therein, which are satisfactory. I therefore recommend this plan for the approval of your Board.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

April 5th, 1916.

SIR,—I have examined the plans of the Bathurst Street Bridge submitted to your Board on February 7th last by the Grand Trunk Railway, and have carefully gone into the stresses and details thereof.

The plans as originally submitted have been modified somewhat at my request, namely, there has been an extra cover plate added to the top and bottom flange of the floor beams, and the stringers have been re-arranged under the tracks so that the car load will be distributed evenly on them.

This bridge consists of two main steel trusses 46 feet centre to centre, with a span of 202 feet 6 inches centre to centre of bearings. The clear width of roadway is 42 feet between curves, and there are two street railway tracks along the centre of the road. There is a sidewalk on each side of the bridge carried on brackets connected to the main trusses and placed outside of them.

This bridge conforms to the requirements as set forth in the Board's specifications and I would therefore recommend the approval of the amended plans.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

TORONTO, August 24th, 1916.

SIR,—I have to report that I went with Mr. McCarthy, of the Railway & Bridge Department, City Hall, this afternoon and inspected the street railway line from Bathurst Street Bridge over the Grand Trunk Railway to the eastern entrance at the Exhibition.

The Bathurst Street Bridge is completed and is now being painted, and the track is all laid complete with the exception of a few guard rails at the curve in the Old Fort grounds, and some over the bridge at the C. P. R. spur line, which the men are working on now, and which should be ready by Saturday. The track is well laid on good cedar ties and well ballasted, and the trestle work is good all over. The rails are 60-lb. Tee section, except on the trestle approach to the Bathurst Street Bridge where they are of the girder type.

The work is entirely satisfactory to me and I would recommend it for the approval of your Board.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

ORDER.

August 25th, 1916.

Upon the application of the Corporation of the City of Toronto for an Order authorizing the use and operation of the said bridge and temporary wooden trestles, and after considering the report of the Board's Engineer dated the 24th August, A.D. 1916,

The Board orders and declares that the Bathurst Street steel bridge over the tracks of the Grand Trunk Railway Company, and the temporary wooden trestles appurtenant thereto and forming the Eastern approach to the Exhibition Grounds in the City of Toronto, may be used and operated without danger to the public, and that the provisions of Section 117 of "The Ontario Railway Act" have been complied with.

There will be no costs on this Order, except that the Applicants, the City of Toronto, shall pay \$5.00 fee for law stamps on the Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3641.

BETWEEN :

Wm. Quinn, *et al*,

Applicants,

—and—

The Corporation of the Township of Euphrasia,

Respondent.

(Application under ss. (1) of Sec. 10 of "The Ontario Telephone Act," for removal of the names of the Applicants from Petition to the Respondent praying for the establishment of telephone system).

Feb. 10th. Application filed.

June 2nd. Order.

Friday, June 2nd, 1916.

ORDER.

Upon the application of the above named Applicants, upon hearing evidence adduced on behalf of the Applicants and the Municipal Corporation of the Township of Euphrasia, and upon hearing Counsel for the Applicants and the said Corporation.

It appearing to the Board that the Commissioners for the telephone system of the Municipality of the Township of Euphrasia, known as "The Beaver Valley Telephone System," are willing that the following names be removed from the petition presented to the Council of said Municipality praying for the establishment of a telephone system under the provisions of Part II of "The Ontario Telephone Act," the Board hereby consents to the removal of the same, that is to say:

W. H. Quinn, R. A. Petch, Robt. Clarke, Arthur Johnston, Alex. Johnston, Thos. Thornton, John Davidson, Pringle Loblaw, Earl Almond, Samuel McAfee, Robt. Latornell, Thos. Latornell, William Ferguson, Thos. Snell, John T. Almond, John Elford, F. E. Fisher.

And the said names and each of them are hereby ordered to be removed from the said petition.

And it is further ordered that the consent of this Board be not granted to the removal of the following names from the said petition, that is to say:

H. Neil, John G. Vickers, John Julian, Charles A. Penrose, Robt. McMullen, J. H. Thompson, Wm. Humberstone, Wm. McKnight, H. J. Reed.

And the Board makes no order as to costs, save and except that the Municipal Corporation of the Township of Euphrasia shall pay \$10.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3660.

Township of Colborne

vs.

Township of Goderich.

(Application under Section 33 of "The Ontario Telephone Act," for an Order prescribing terms for interchange of service).

Feb. 24th. Application filed.

April 20th. Order.

April 20th, 1916.

ORDER.

Upon the application of the above named Corporation, upon hearing evidence on behalf of the Applicant, the Municipal Corporation of the Township of Goderich and the Bell Telephone Company of Canada, Limited and upon reading the said Application and other material on file,

The Board Orders that there shall be intercommunication between the subscribers of the telephone system established by the Municipal Corporation of the Township of Colborne, known as "The Colborne Municipal Telephone System," and the subscribers to the telephone system established by the Municipal Corporation of the Township of Goderich, known as "The Goderich Township Municipal Telephone System," upon the terms and conditions hereinafter prescribed, that is to say:

1. The Applicant shall furnish and maintain a metallic circuit of No. 12 galvanized iron wire from its Central Office in Benmiller to a point known as "Foster's Bridge."

2. Upon the Applicant furnishing to the Municipal Corporation of the Township of Goderich a sufficient number of poles, not less than twenty-five feet in length and five inches in diameter at the top, to carry a metallic circuit from Foster's Bridge to the village of Holmesville, and a sufficient quantity of No. 12 galvanized

iron wire to provide a metallic circuit between Foster's Bridge and the municipal limits of the Town of Clinton, the said Municipal Corporation of the Township of Goderich shall erect and maintain a metallic circuit between Foster's Bridge and the municipal limits of the Town of Clinton.

3. Upon the Bell Telephone Company of Canada, Limited, agreeing thereto the metallic circuits provided for in the last two preceding clauses shall be so connected as to form a continuous metallic circuit between the switchboard of the Applicant located at Benmiller and the switchboard of the Bell Telephone Company of Canada, Limited, located in the Town of Clinton.

4. The charge for each conversation originating upon the telephone system of the Applicant and terminating upon the telephone of any subscriber connected (other than by trunk circuits) upon the switchboard of the Bell Telephone Company of Canada, Limited, located in the Town of Clinton, shall be Ten Cents, the amount of such charge to accrue to the said Company.

5. The charge for each conversation originating upon the telephone of any subscriber connected (other than by trunk circuits) upon the switchboard of the Bell Telephone Company of Canada, Limited, located in the Town of Clinton and terminating upon the system of the Applicant shall be Ten Cents, the amount of such charge to accrue to the Applicant.

6. Upon the completion of the new pole lead between Foster's Bridge and the Village of Holmesville, provided for in Clause 2 hereof, the poles now erected between these points shall become the property of the Applicant.

The Board makes no Order as to costs, save and except that the Applicant and the Municipal Corporation of the Township of Goderich shall each pay \$5.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 3668.

Application by the Bracebridge & Muskoka Lakes Telephone Company, Limited, under Section 31 of "The Ontario Telephone Act," for approval of increased tariff charges.

Feb. 28th. Application, etc., filed.

June 2nd. Order.

June 2nd, 1916.

ORDER.

Upon the application of the Applicant, upon hearing the evidence adduced on behalf of the Applicant and certain subscribers to the telephone system of the Applicant, upon reading the Applicant's statement of assets and liabilities, receipts and disbursements, profit and loss account, and other material filed.

The Board orders:

1. That the tariff charged to subscribers for local exchange service between all points on the Company's system other than Bracebridge shall be \$25.00 per annum.

2. That the charge to subscribers of the Applicant's system for connection with the local exchange of the Bell Telephone Company of Canada, Limited, at

Bracebridge, shall be Ten Cents for each conversation up to one hundred conversations, after which no charge shall be made in any one year for any conversation in excess of one hundred, as aforesaid. Provided, however, that any subscriber may commute the aforesaid charge of Ten Cents per conversation by a cash payment of Ten Dollars, which payment in addition to that provided in Clause 1 hereof, shall entitle any such subscriber to unlimited service for one year over the Company's system and with the subscribers of the Bell Telephone Company of Canada, Limited, whose lines terminate at Bracebridge.

3. That the charge to non-subscribers for each conversation originating and terminating at any point on the Company's system other than Bracebridge shall be Fifteen Cents.

4. That the charge to non-subscribers for each conversation terminating on the system of the Bell Telephone Company of Canada, Limited, at Bracebridge shall be, as follows

From

Port Carling and Endiang	25 cents
Port Sandfield, Elgin House, Bala, Bala Road, Bala Park, Torrance, Mortimer's Point, Royal Muskoka, Rostrevor and Windermere	35 cents

5. The tariff herein ordered shall apply as from January First, A.D. 1916.
The Board makes no Order for costs, save and except that the Applicant shall pay \$10.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 3678.

Application by the Township of Bruce, under Section 17 (3) of "The Ontario Telephone Act," for extension of period, beyond 10 years, within which to pay the cost of extending the Bruce Municipal Telephone System, and under Section 17 (3a) for extension of period beyond 10 years within which to pay the cost of establishing the said system by the issue of new debentures.

- March 6th. Application etc., filed.
- April 5th. Hearing, 11.45 a.m. to 12.30 p.m. Application granted.
- April 20th. Order.

April 20th, 1916.

ORDER.

Upon the Application of the above named Corporation, upon hearing Counsel and evidence submitted in support of the Applicant, upon reading the Petition of a majority of the subscribers to the said System, the Report of the Board's Electrical and Telephone Expert, and other material filed,

The Board orders:

1. That the Council of the Municipal Corporation of the Township of Bruce may provide by By-law that payment of the debentures to be issued to pay for the cost of extending the Bruce Municipal Telephone System may be extended for a period not exceeding fifteen years.

2. That the Council of the Municipal Corporation of the Township of Bruce may provide by By-law that a portion or portions of the principal of the debentures issued under By-law No. 168 of the said Corporation falling due in any year or years may, at maturity, be liquidated by the issue of new debentures of the Municipality of Bruce, and that such new debentures shall be payable at latest within fifteen years from the date of issue of the first named debentures, and the By-law or By-laws authorizing the issue of such new debentures shall make provision for the payment of same at maturity with interest, as required by "The Ontario Telephone Act."

And the Board makes no Order for costs, save and except that the Applicant shall pay \$10.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3679.

Application, pursuant to a Resolution of the Subscribers present at the First Annual Meeting of the Cramahe Municipal Telephone System, that the Board fix the location of the Central Office of the said System.

March 6th. Application, etc., filed.

July 10th. Order.

July 10th, 1916.

ORDER.

Whereas the subscribers to the Telephone System established by the Municipal Corporation of the Township of Cramahe, under the Provisions of Part II of "The Ontario Telephone Act," by a Resolution passed at the annual general meeting of the said subscribers held in the Township Hall, Castleton, on the Twenty-sixth day of January, A.D. 1916, made application to this Board for a decision as to whether Dundonald or Castleton in the said Township is the most suitable location for the Central Office of the said Telephone System, and by such decision to fix the location for the said Central Office,

And whereas the said Municipal Corporation did in accordance with the instructions of the Board, employ William H. Lytle, Esquire, a Telephone Engineer and Expert, to make a report and recommendations with alternative plans and estimates of the cost of reconstructing the said Telephone System and establishing Central Offices at Dundonald and Castleton, respectively.

And whereas the said Municipal Corporation did on the Fourteenth day of June, A.D. 1916, file with this Board the report, recommendations, plans and estimates of the said William H. Lytle, Esquire,

And whereas the Board did on the Seventh day of July, A.D. 1916, make an inspection of the alternative locations proposed for the Central Office at Dundonald and Castleton, and on the same date heard evidence on behalf of all parties interested, in the Township Hall, Castleton,

Upon hearing the evidence of the Commissioner and the representatives of the subscribers to the said Telephone System and upon reading the report, recommendations, plans and estimates of William H. Lytle, Esquire, and other material on file,

The Board orders and declares that Castleton is the most suitable point at which to locate the Central Office of the said Telephone System and pursuant to the Resolution passed at the annual general meeting of the subscribers to the said System on the Twenty-sixth day of January, A.D. 1916, the Board hereby fixes the location for the Central Office of the said Telephone System accordingly.

And the Board make no order as to costs save and except that the Municipal Corporation of the Township of Cramahe shall pay the sum of Fifteen Dollars for the law stamps required for this Order.

(Sgd.) A. B. INGRAM,

Vice-Chairman.

(Seal.)

PROCEDURE FILE 3680.

Application, under section 18 of "The Municipal Act," for the annexation to the Township of Plummer Additional of part of the unorganized Township of Lefroy.

March 9th. Petition of Ratepayers and Declaration of Clerk of Plummer Additional Township filed.

March 9th. Letter for further material.

April 27th. Hearing, pursuant to appointment, Court House, Sault Ste. Marie, 2 p.m. to 3 p.m. Judgment reserved.

April 29th. Petition against annexation filed.

May 2nd. Judgment (verbal) delivered granting the application.

May 8th. Draft Order filed.

May 9th. Order issued in form of draft filed (as amended).

May 2nd, 1916.

ORDER.

This Application having been heard by the Board in the Court House, in the Town of Sault Ste. Marie, on the 27th day of April, 1916, public notice of the said Hearing having been duly given as directed by the Board, upon reading the Petition of the majority in the number of the ratepayers resident in the said portion of the Township of Lefroy sought to be annexed, and upon reading the Resolution of the Council of the Township of Plummer Additional in favor of such annexation, and the other material filed, and upon hearing the Solicitor for the said Petitioners and for the said Township of Plummer Additional, and upon hearing the parties opposing this Application, and the Board having reserved judgment until this day,

(1) The Board doth order and adjudge that all these certain parcels or tracts of land situate, lying and being in the Township of Lefroy, in the District of Algoma and Province of Ontario, and being composed of the whole of Sections 5, 6, 7, 8, 18 and 19, the North East and North West Quarters of Section 17, the South West Quarter of Section 17 and the North West and South West Quarters of Section 20, all in the Township of Lefroy, be annexed to and form a part of the organized Municipality of the Township of Plummer Additional.

(2) And the Board doth further order and adjudge that the said annexation shall take effect as and from the first day of January, 1916.

(3) And the Board doth further order and adjudge that the said Municipality with the annexed territory hereinbefore mentioned shall continue to be known as the Municipality of the Township of Plummer Additional.

(Sgd.) A. B. INGRAM,

Vice-Chairman.

(Seal.)

PROCEDURE FILE 3681. (P. 253.)

Application by The Sudbury-Copper Cliff Suburban Electric Railway, for approval of its reinforced concrete bridge, at Station Street, Sudbury. (Drawing B23.)

March 9th. Engineer's Report filed.

July 17th. Plan approved and certified.

March 2nd, 1916.

Re Station Street Reinforced Concrete Bridge, Sudbury.

SIR,—I have examined the plan of this bridge submitted by the Sudbury-Copper Cliff Electric Railway for your Board's approval.

This bridge is exactly similar in construction to the one on Durham Street with the exception that the span of the supporting beams under the floor slab is 27 ft. instead of 22 ft., and that the centre line of the track is 13 ft. from the south side of the bridge instead of along the centre of the street. In consequence of this, there is only one sidewalk on the north side of the bridge. There is no paving over the floor slab, but it is covered with about one foot of earth.

After calculating the stresses, I would advise that the same rule apply here as on Durham Street, namely, that only one 40-ton car be allowed to pass over the bridge at a time, or, if a trailer be necessary at any time, it shall not exceed 30 tons fully loaded, thus bringing the bending moment produced well within the moment of resistance of the beams supporting the track. I would also point out that on this bridge the rails are not placed over a beam, but are 1 ft. 5 in. to one side, and as the slab is only 5 in. thick I think the track should, if possible, be moved over 1 ft. 5 in. to allow of the rails being over the beams as was intended when the bridge was designed. This would make the centre line of the tracks 11 ft. 7 in. from the side of the bridge instead of 13 ft. as it is now laid. If these conditions are complied with I see no objection to the approval of the plan by your Board.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3682. (P. 254.)

Application by the Sudbury-Copper Cliff Suburban Electric Railway, for approval of its reinforced concrete bridge, at Durham Street, Sudbury (Drawing B20).

March 9th. Engineer's Report filed.

July 17th. Plan approved and certified.

March 2nd, 1916.

Re Durham Street Reinforced Concrete Bridge, Sudbury.

SIR,—I have examined the plan of the reinforced concrete bridge on this street submitted to your Board by the Sudbury-Copper Cliff Suburban Electric Railway over which this Company proposes to run its cars, and have to report as follows:

This bridge is 20 ft. span between abutments and consists of a concrete slab floor 5 in. thick, supported on reinforced concrete beams 5 ft. 6 in. centre to centre, which are on a skew with the abutments, and would therefore have a span of 22 ft. centre to centre of bearings. On the top of this slab there is a layer of 6 in. of concrete upon which is laid a block paving. There is a sidewalk on each side of this bridge and a single track line along the centre of the roadway, each rail of which is over a beam.

I have calculated the stresses in the beams which support the railway and find they will carry a 40-ton car, but would recommend that only one of these cars be permitted to cross the bridge at a time, and not two coupled together, which case is usually provided for in designing bridges under the Board's specifications. Should it be necessary to use a trailer coupled to the 40-ton car at any time I would have no objection to one not exceeding 30 tons in weight fully loaded being used. By this means the bending moments reduced by two cars coupled passing over the span is brought well within the safe resisting moment of the beams supporting the track.

If this condition is strictly complied with I see no objection to your Board approving the plan.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3684.

Re Bill No. 6, 1916.

"An Act to confirm By-law No. 291 of the Village of Grimsby."

March 10th. Above Bill and Petition therefor filed for Report under Rule 61a of the House.

March 21st. Hearing, pursuant to appointment, 11.30 a.m. to 12.15 p.m. Board decides to report in favor of Bill.

March 21st. Report issued.

To the Honourable, the Legislative Assembly, of the Province of Ontario.

GENTLEMEN,—Upon the reference, under Rule 61a of your Honourable House to The Ontario Railway and Municipal Board of Bill No. 6, 1916, intituled "An Act to Confirm By-law No. 291, of the Village of Grimsby," the Board begs leave respectfully to report that in the judgment of the Board it is reasonable that the said Bill should be passed by your Honourable House.

All of which is respectfully submitted.

(Sgd.) D. M. McINTYRE,

Chairman.

Dated at Toronto this Twenty-first day of March, A.D. 1916.

PROCEDURE FILE 3686.

Application by the Bobcaygeon Rural Telephone Co., Ltd., under subsection 6 of section 26 of "The Ontario Telephone Act," for consent to parallel pole leads of The Dunsford Telephone Light & Power Co.

March 11th. Application and Petition filed.

April 20th. Order.

April 20th, 1916.

ORDER.

Upon hearing Counsel on behalf of the Respondent, and evidence on behalf of the Applicant, Respondent and Petitioners, upon reading copy of Resolution passed at a conference between the representatives of the Applicant and Respondent in the presence of the Board's Electrical and Telephone Expert on the 28th day of March, A.D. 1916, and other material filed,

The Board orders:

(1) That the application of the Bobcaygeon Rural Telephone Company for consent to erect poles upon and along the same highway in the Townships of Verulam and Emily upon and along which the pole leads of the Dunsford Telephone, Light and Power Company, Limited, are already erected be not granted.

(2) That the Dunsford Telephone, Light and Power Company, Limited, furnish service on party lines terminating upon the Bell Telephone Company's switchboard at Bobcaygeon to all persons residing in the Townships of Emily and Verulam south of Sturgeon Lake requiring such service at a rental of Twelve Dollars per annum.

(3) That the charge for each conversation between Bobcaygeon, including all subscribers whose lines terminate upon the switchboard of the Bell Telephone Company at that point, and Dunsford and *vice versa* shall be Five Cents, the said amount to accrue to the Company owning the switchboard upon which such conversation originates.

(4) That the charge for Rural Party Line service on lines terminating upon the switchboard of the Dunsford Telephone, Light and Power Company, Limited, at Dunsford shall continue as hitherto at Ten Dollars per annum.

And the Board makes no order as to costs, save and except that the Applicant and Respondent shall each pay \$7.50 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3702.

Re Bill No. 13, 1916.

"An Act to confirm By-law No. 72 of the Township of Chapleau."

March 16th. Above Bill and Petition therefor filed for Report under Rule 61a of the House.

March 30th. Hearing, pursuant to appointment, 11.30 a.m. to 2.15 p.m. Board decides, under special circumstances to recommend the Bill to the House.

March 30th. Report issued.

To the Honourable, the Legislative Assembly of the Province of Ontario.

GENTLEMEN,—Upon the reference, under Rule 61a of your Honourable House to The Ontario Railway and Municipal Board of Bill No. 13, 1916, intituled "An Act to confirm By-law No. 72 of the Township of Chapleau," the Board begs leave respectfully to report that in the judgment of the Board it is reasonable that the said Bill should be passed by your Honourable House, all of which is respectfully submitted,

(Sgd.) D. M. McINTYRE,

Chairman.

Dated at Toronto, this Thirtieth Day of March, A.D. 1916.

PROCEDURE FILE 3708.

BETWEEN :

Gideon Litt,

Applicant,

—and—

The Paul & Echert Telephone System,

Respondents.

(For telephone service).

March 23rd. Application filed.

May 4th. Order.

May 4th, 1916.

ORDER.

Upon the Application of the above named Applicant, upon hearing Counsel on behalf of the Applicant and Respondents, upon hearing the evidence adduced on behalf of all parties, and upon reading the Application and other material filed,

The Board orders and directs that the Respondents shall, within ten days from the date hereof, furnish the Applicant with telephone service upon payment by the Applicant, half-yearly in advance, of the regular tariff charges for such service as approved by this Board.

The Board makes no order for costs, save and except that the Respondents shall pay \$10.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE.

Chairman.

(Seal.)

PROCEDURE FILE 3714.

In the Matter of the Application of The Northumberland Paper & Electric Co., Limited, *et al*, for annexation to the Town of Campbellford of part of the Township of Seymour.

March 27. Declaration of Expediency, Plan (blue print) of Town of Campbellford and other material filed.

Appointment for Hearing, Tuesday, 11th prox., at 11.30 a.m., at Board's Chambers.

April 11th. Hearing, 11.30 a.m. to 12 m. Board directs Applicants to consult Minister of Lands, Forests and Mines and advise him of the Application, and defers Judgment until after such conference with the Minister (owing to the situation with respect to the Northumberland Pulp Co. property). Hearing adjourned for such conference to 3 p.m. to-day.

3 p.m. Applicants not having been able to see Minister of Lands, Forests and Mines, Board will await communication from the Minister before making Order herein.

April 25th. Consent of Minister of Lands, Forests and Mines, filed. (Letter dated April 20th, 1916).

April 25th. Order, in form of draft filed, issued.

April 25th, 1916.

ORDER.

Upon the Application of the above named Applicants made unto this Board on the Eleventh day of April, 1916, and upon hearing read the petition of T. McCook and others, being a majority of the Municipal Electors within the area in the said petition and hereinafter set out, and upon hearing read the Resolution of the Council of the Corporation of the Town of Campbellford that it is expedient to annex the lands within the said area, and upon hearing read proof of publication of notice of the said hearing as directed by this Board and proof of service of the said petition and of said notice of hearing and of said Resolution of expediency upon the Corporation of the Township of Seymour and of the County of Northumberland, and upon hearing Counsel for the Applicants and for the said Town of Campbellford, and the Reeve and Clerk of said Township of Seymour personally appearing and consenting thereto, and the Minister of Lands, Forests and Mines having been notified of the said Application and having filed his consent thereto, and it appearing that the provisions of "The Municipal Act" in regard to adding a portion of an adjacent township to a town have been fully complied with:

The Board orders that the following described lands and premises in the Township of Seymour be forthwith annexed to the Town of Campbellford, and that the said lands and premises be subject to the taxation, assessments and improvements now in force and existing in the said Town of Campbellford, said lands being more particularly described as follows:—

Being composed of a portion of the road allowance between Concessions Five and Six and portions of Lots Eight and Nine in the Fifth Concession of the Township of Seymour in the County of Northumberland, Province of Ontario, comprising an area in all of sixty-eight and one-quarter acres, more or less, described as follows:—Commencing at the stone monument now standing in the north limit of the road allowance between the Fifth and Sixth Concessions of the said Township of Seymour to mark the limit between Lots Numbers Eight and Nine, thence easterly along the northerly limit of said road allowance four hundred and seventy-seven feet, more or less, to the water's edge of the west shore of River Trent; thence southerly and with the stream along said river's edge and making a southerly straight line departure of about three thousand one hundred feet until the line between the before mentioned lots Numbers Eight and Nine is again intersected; and from thence southerly and still along the river's edge about two hundred feet to a point in the same due east from an iron bar drilled in the rock to mark an

angle in the west limit of the right-of-way of the Trent Canal; thence due west and again entering Lot Number Eight, eighty feet more or less to the said iron bar; thence north forty-eight degrees and twenty-one minutes west and following the said westerly limit of the right-of-way of the said Canal, two thousand three hundred and forty-three feet, more or less, to the concrete monument standing in the east limit of the Grand Road thence north fifteen degrees and one minute east and following said east limit of said road, fifteen hundred and six and one-third feet more or less to the concrete monument marking the intersection of this said limit with the north limit of the road allowance between the Fifth and Sixth Concessions of the said Township in front of Lot Number Eight; thence easterly along this last mentioned limit three hundred and sixty-seven and three-fourths feet more or less to the stone monument at the place of beginning.

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 3723.

BETWEEN:

The Mornington & Wellesley Telephone Co., Ltd.

Applicant,

—and—

Dr. P. L. Tye and Dr. J. L. Barr, (Tye & Barr Telephone System),

Respondents.

(Application under Section 33 of "The Ontario Telephone Act," for inter-communication, etc.).

March 30th. Application filed.

May 6th. Order.

May 6th, 1916.

ORDER.

Upon the Application of the above named Applicant, upon hearing evidence adduced on behalf of Applicant and Respondent, and upon reading the Application and other material filed,

The Board orders, the Bell Telephone Company of Canada, Limited, agreeing thereto, that there shall be an interchange of service between the subscribers to the system of the Applicant and the subscribers to the system of the Respondent by means of or over the lines of the aforesaid Company at the established Long Distance rates of the said Company,

And it is further ordered that the Proprietor's charge provided for in Clause 8 of the standard form of connecting agreements between the Bell Telephone Company of Canada, Limited, and the Applicant, and between the Bell Telephone Company of Canada, Limited, and the Respondent shall not apply to conversations interchanged between the subscribers to the telephone systems of the Applicant and Respondent.

And the Board makes no order as to costs, save and except that the Applicant and Respondent shall each pay \$5.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 3727.

Application by Joseph Reedy, under Section 36 of "The Ontario Telephone Act," for an Order directing terms and conditions upon which he shall be furnished with telephone service by the Lambton Telephone Co., Ltd.

April 6th. Application and material filed.

April 13th. Hearing, pursuant to Appointment, Town Hall, Sombra.

May 4th. Board directs that telephone service be furnished to Applicant on the understanding that the telephone be used only by the Applicant, his family or employees; and in the event of the Applicant installing telephone in connection with the Bell Company's System, at Wallaceburg, no conversation or messages must be transferred from the "Bell" System to the "Lambton" System other than those relating to the Applicant's own business or social affairs.

PROCEDURE FILE 3728.

Application by Frank Hickerson, *et al*, under Section 36 of "The Ontario Telephone Act," for an Order directing terms and conditions upon which the Applicants shall be furnished with telephone service by the Sprague Telephone System.

April 6th. Application and material filed.

June 9th. Order.

June 9th, 1916.

ORDER.

Upon the Application of the above named Applicants, in the presence of the Applicants and Respondent, upon hearing the evidence adduced on behalf of the Applicants and Respondent, and upon hearing the Applicants and Respondent in person,

The Board orders:

1. That the Respondent shall, on or before the First day of July, A.D. 1916, furnish telephone service to the Applicants: Frank Hickerson, Robt. H. Hunt, L. Good. Murphy, Saylor Smith, Ernest A. Hutton, Percy H. Spencer, Geo. A. Brown, Lewis Brown, Fred. Morton, Philip F. Carley, H. S. French, Chas. C. Peterson, Arthur Negensburg, J. F. Naies, upon the said Applicants or such of them as may still desire service agreeing to pay, for a term of three years, a rental of \$10.00 per annum, or in the event of this Board authorizing a general increase in the charges to be made for service furnished by the Respondent to his subscribers, such other increased rate as the Board may approve of for the balance of the said term of three years,

2. In the event of more than two poles being required to carry circuits from the highway to the premises of any of the said Applicants, such Applicant shall provide, at his cost, the necessary poles in excess of two as may be required to reach the premises of such Applicant.

And the Board makes no order for costs, save and except that the Respondent shall pay \$10.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3732.

Application by the Corporation of the City of Galt, under Section 44 of "The Municipal Act," as re-enacted by Section 10 of "The Municipal Amendment Act, 1915," for division of the City into five Wards.

April, 7th. Material received from Provincial Secretary's Department. Appointment for hearing 17th inst., at 11.30 a.m., at the Boards' Chambers.

April 17th. Hearing, pursuant to Appointment, 11.30 a.m. to 12 m. Application granted. Applicant to draft Order.

May 1st. Order issued.

April 17th, 1916.

ORDER.

Upon the application of the City of Galt, under Section 44 of "The Municipal Act," as re-enacted by Section 10 of "The Municipal Amendment Act, 1915," for the re-division of the City into five wards, the Board appointed Monday, the Seventeenth day of April, 1916, at its Chambers in the Legislative Buildings in the City of Toronto, for the hearing of such Application, and was attended on such hearing by Counsel for the City, no one appearing to oppose the Application.

And it being made to appear by the Declaration of Joseph McCartney, Municipal Clerk of the said City, that at a regular meeting held on the Sixth day of March, 1916, the Municipal Council of the City, by a vote of two-thirds of all the members, passed a resolution affirming the expediency of a new division of the City into wards.

That notice of the Appointment for Hearing was duly published and that each of the divisions as hereinafter described has a population of more than five hundred,

It is ordered and declared that the said City of Galt be and the same is hereby divided into five wards, to be numbered from 1 to 5, with the following boundaries:

Ward No. 1.—Commencing at the point of intersection of the westerly production of the centre line of North Street with the westerly shore line of the Grand River; thence northerly along said shore line to its intersection with the northerly limit of the City of Galt; thence north 76 degrees and 30 minutes east to the centre line of the Grand River; thence northwesterly along the centre line of the Grand River to a point south 40 degrees and 24 minutes west from the point where the easterly shore line of the Grand River is intersected by the northerly limit of the City of Galt; thence north 40 degrees and 24 minutes east along the northerly boundary of the City to the centre of Macadamized Road; thence southeasterly along the centre line of Macadamized Road to its intersection with the southerly production of the centre line of Hespeler Road; thence north-easterly along the centre line of Hespeler Road to its intersection with the north-westerly production of the centre line of Norfolk Avenue; thence southeasterly along the centre line of Norfolk Avenue to its intersection with the centre line of Jarvis Street; thence northeasterly along the centre line of Jarvis Street to the centre line of Elmwood Avenue; thence southeasterly along the centre line of Elmwood Avenue to the centre line of Moscrip Road; thence southerly along the centre line of Moscrip Road to the centre line of Samuelson Street; thence westerly along the centre line of Samuelson Street to the point where said centre line would intersect the production across Samuelson Street of the easterly limit of the lands of the Grand Trunk Railway leading from Guelph to Brantford; thence southerly along the easterly limit of said railway lands and the same produced to the southerly limit of the lands of the Canadian Pacific Railway; thence easterly along

the southerly limit of the lands of the Canadian Pacific Railway and the same produced to the centre line of Beverly Street; thence southwesterly along the centre line of Beverly Street to the centre line of Wellington Street; thence northerly along the centre line of Wellington Street to its intersection with the easterly production of the centre line of North Street; thence westerly along the centre line of North Street and the same produced westerly to the place of beginning.

Ward No. 2.—Commencing at the point of intersection of the centre line of Main Street with the Westerly shore line of the Grand River; thence easterly along the centre line of Main Street to its intersection with the centre line of Macadamized Road; thence northerly following the successive courses of the easterly limit of the City of Galt to the point of intersection of the centre line of Elgin Street with the production across Elgin Street of the southerly limit of the lands of the Canadian Pacific Railway; thence westerly along the southerly limit of said railway lands and the same produced to the centre line of Beverly Street; thence southwesterly along the centre line of Beverly Street to the centre line of Wellington Street; thence northerly along the centre line of Wellington Street to its intersection with the easterly production of the centre line of North Street; thence westerly along the centre line of North Street and the same produced westerly to the westerly shore line of the Grand River; thence southerly along said westerly shore line to the place of beginning.

Ward No. 3.—Commencing at the point of intersection of the centre line of Main Street with the westerly shore line of the Grand River; thence easterly along the centre line of Main Street to its intersection with the centre line of Elgin Street; thence southerly along the centre line of Elgin Street to its intersection with the southerly limit of the City of Galt; thence westerly along the southerly city limit to an angle in said city limit; thence southerly along the easterly city limit to an angle in said city limit; thence westerly along the southerly city limit to its intersection with the easterly shore line of the Grand River; thence northwesterly crossing the Grand River along said city limit to the westerly shore line of the Grand River; thence northerly along said westerly shore line to the place of beginning.

Ward No. 4.—Commencing at the point of intersection of the centre line of St. Andrews Street with the westerly shore line of the Grand River; thence westerly and southwesterly along the centre line of St. Andrews Street to the easterly production of the centre line of Waterloo Avenue; thence westerly along the centre line of Waterloo Avenue and the same produced westerly to the westerly limit of the City of Galt; thence northerly along the westerly city limit to the northwesterly angle of said city; thence easterly along the northerly city limit to the westerly shore line of the Grand River; thence southerly along the westerly shore line of the Grand River to the place of beginning.

Ward No. 5.—Commencing at the intersection of the centre line of St. Andrews Street with the westerly shore line of the Grand River; thence westerly and southwesterly along the centre line of St. Andrews Street to the easterly production of the centre line of Waterloo Avenue; thence westerly along the centre line of Waterloo Avenue and the same produced westerly to the westerly limit of the City of Galt; thence southerly along the westerly city limit to the centre line of St. Andrews Street; thence southwesterly along the centre line of St. Andrews Street, which centre line is also a city limit to an angle in said city limit; thence

southerly along the westerly city limit to the southwesterly angle of said city; thence easterly along the southerly city limit to the westerly shore line of the Grand River; thence northerly along said westerly shore line to the place of beginning.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3751.

Application by The Woodbridge and Vaughan Telephone Co., Ltd., under Section 31 of "The Ontario Telephone Act," for approval of an "other line" charge upon messages and conversations interchanged with the subscribers of other systems.

April 17. Application filed.

May 29th. Hearing, pursuant to Appointment, 11 a.m., Board's Chambers. Judgment reserved.

June 5th. Further material filed as directed at Hearing on 29th ult.

Oct. 10th. Re-hearing, pursuant to Appointment, 3 p.m., Board's Chambers. Application granted to June 30th, 1917.

Dec. 2nd. Order.

December 2nd, 1916.

ORDER.

Upon the Application of the above named Applicant, upon hearing Counsel for the Applicant, and the evidence adduced on behalf of the Applicant and other parties interested,

The Board orders that the Applicant, the Woodbridge and Vaughan Telephone Company, Limited, be authorized to charge and collect upon each conversation or message originating or terminating upon the telephone system of the Applicant, to or from points on the telephone system of the Bell Telephone Company of Canada, Limited, an "Other Line" charge of Five Cents in addition to the established Long Distance rates of the Bell Telephone Company of Canada, Limited.

And it is further ordered that the Applicant shall furnish to the Board on or before the Fifteenth day of each month, so long as this Order may remain in force, a statement for the preceding month, showing

(a) The number of conversations or messages originating upon the system of the Applicant and terminating upon the system of the Bell Telephone Company of Canada, Limited.

(b) The number of conversations or messages originating upon the system of the Bell Telephone Company of Canada, Limited, and terminating upon the system of the Applicant.

(c) The total amount payable to the Applicant in respect of the "Other Line" charges on conversations or messages originating or terminating upon the system of the Applicant.

(d) The total amount payable by the Bell Telephone Company of Canada, Limited, to the Applicant as commission upon the value of Long Distance business originating upon the system of the Applicant.

And the Board further orders that this Order shall terminate on the Thirtieth day of June, A.D. 1917.

And the Board makes no order for costs, save and except that the Applicant shall pay \$10.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3755. (P. 256).

Application by the City of Toronto, for approval of Plan and Profile of Toronto Civic Railway Service track on Coxwell Avenue, between Gerrard Street East and Danforth Avenue.

April 18th. Application and three prints of Drawing No. F25 filed.

April 26th. Engineer's Report filed.

April 26th. Plan approved and certified.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the plan of the single track line along Coxwell Avenue from Danforth Avenue to Gerrard Street, submitted to your Department by the Civic Department of Bridges and Railways. This line connects the Civic Car Lines on Danforth Avenue with those on Gerrard Street, and I understand is to be used for taking cars to the barn on Gerrard Street, and not for passenger traffic.

This plan is satisfactory to me and I therefore recommend it for the approval of your Board.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3769. (P. 257).

(See P.F.F. 3639 and 3770).

Application by the City of Toronto, for approval of Plan of proposed overhead crossing of the C. P. R. (temporary timber trestle) by electric railway tracks (Eastern Entrance to Exhibition).

April 27th. Application and 3 blue prints of Drawing No. C-8-2 filed.

May 5th. Engineer's Report filed.

May 5th. Plan approved subject to terms of Engineer's Report.

July 21st. Amended blue print Y-1-15 approved and certified.

Aug. 24th. Engineer's Report filed. (See P.F. 3639).

Aug. 25th. Order. (See P.F. 3639).

May 5th, 1916.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

SIR,—I have examined the plan C-8-2 over the temporary wooden trestle approach and steel beam span, over the Queen's Wharf branch of the C.P.R., for the street railway line from Bathurst Street bridge to the eastern entrance of the Exhibition, and have calculated the stresses therein.

I find that this structure is good for a 30-ton car loading without depending on any aid which may be given to the stringers by the 80 lb. rail. The heaviest street car of the Toronto Railway, as far as I can ascertain, weighs 21.4 tons empty, or 28.15 tons loaded to its fullest capacity with a crowd of people standing up.

As this is only a temporary structure, I have taken the 30-ton loading with impact allowance added so that it should be strong enough for the purpose required, and have ignored any support given by the rail.

You will notice a platform shown on each side of the bridge, which might be considered a sidewalk, but I understand it is only to be used in case the car is stopped on the trestle through some cause or other so as to enable the people to get out and walk to the end of the bridge, or, in the event of a person falling off the car it would prevent him from going over the bridge. I mention this because the car step is shown on the plan as extending about 7 inches over this platform, and to point out that it is not to be used as a public sidewalk. It might be well to have a sign placed at each end of the bridge forbidding the public use of it.

I am satisfied with this plan for the 30-ton car loading, and submit it for the approval of your Board on this condition.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3770. (P. 258).

(See P.F.F. 3639 and 3769).

Application by the City of Toronto, for approval of Plan and Profile of Street Railway extension to the proposed Eastern Entrance to the Exhibition with new passenger terminal.

April 27th. Plan and profile (Drawing No. G-72) filed.

May 5th. Engineer's Report filed.

May 5th. Plan approved subject to terms of Engineer's Report.

June 17th. Blue prints (Drawing No. C-1-32) in triplicate, shewing details and designs of side hill trestle, Eastern Entrance to Exhibition Grounds, filed for approval by City of Toronto.

July 10th. Engineer's Report filed.

July 10th. Drawing No. C-1-32 approved and certified.

July 21st. Engineer's Report filed.

July 21st. Amended blue print Y-1-15 approved and certified.

Aug. 24th. Engineer's Report filed. (See P.F. 3639).

Aug. 25th. Order. (See P.F. 3639).

May 5th, 1916.

SIR,—I have examined the plan C-72 of the proposed temporary double track street railway line from the new bridge over the Grand Trunk Railway at the foot of Bathurst Street, through the Old Fort grounds to the eastern entrance at the Exhibition, submitted to your Board by the City Bridge Department, and have to report as follows:—

On the 18th ult. I went with Mr. McCarthy, of the Bridge Department, and looked over the route of the proposed line, more especially that part which goes

through the grounds of the Old Fort. I understand it was suggested that the lines should be diverted outside the earthworks of the Fort, between them and the Grand Trunk track, but I do not consider this could be done without doing more damage to the ramparts than to simply cut through, as shown on the plans. In the former case, there would have to be a fill or trestle of 12 or 15 feet high, alongside the Grand Trunk Railway, for the whole length of the back of the Fort, whereas in the latter case the ramparts would only be cut to a depth of about 6 feet and a width of say 12 feet at the top, and the ditch in front filled in. As the whole thing is temporary construction until the line can be changed to run along the new front now being built by the Harbor Commission, the ramparts and ditches can be restored to their present condition without any great expense, and I think this should be required, so that no permanent injury will be done to the Old Fort. I would not recommend any concrete or masonry walls about the ramparts or ditches when the line is built, but that the cuts and fill be sodded, which will render the restoration quite easy when the line is taken up. The plan shows that none of the buildings will be interfered with, but a portion of the present board fence at the rear of some houses will have to be removed and can easily be replaced.

The remainder of the plan to the west of the Old Fort does not call for any special comment. There is a trestle bridge over the Queen's Wharf branch of the C. P. R., plans of which are before me now, and which will be dealt with in a separate report to your Board, the trestle approach and the steel bridge at Bathurst Street having already been reported on.

I would recommend the approval of this plan, but I think some provision should be made to have the ditches and ramparts of the Fort restored to their present state when the line is removed.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

July 10th, 1916.

SIR,—I have examined the City Bridge Department's drawing, No. C-1-32, showing one of the trestles to be built on the temporary line through the Old Fort property from Bathurst Street bridge to the Exhibition.

I have calculated all the stresses therein and find them satisfactory, and submit this plan for approval.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

July 21st, 1916.

SIR,—I submit herewith four copies of the proposed change in the floor slab of the Bathurst Street bridge. The plans of this bridge were passed by your Board in April last. The proposed change shows the encasing of the stringers down to the lower flange, which will protect them from the fumes of the engines passing under the bridge. This encasing also shortens the span of the concrete slab between supports as it forms a portion thereof. The oak ties do not quite come over the stringers, but the slab is strong enough to transfer the stresses to them.

I therefore see no objection to your Board approving of these plans.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3775.

Application by the Township of Mersea, under Section 11 of Section 17 of "The Ontario Telephone Act," to fix the price to be offered to James Leonard for telephone plant located in the Township of Mersea.

May 1st. Application filed.

May 29th. Order.

May 29th, 1916.

ORDER.

Whereas the Municipal Corporation of the Township of Mersea, in the County of Essex, proposes to erect poles, cables or wires upon or along certain highways in the said Township upon or along which are at present located the poles and wires of the telephone system of which Mr. James Leonard, trading as "The Leamington and Mersea Telephone System," is the Proprietor.

And whereas the Applicant and Mr. James Leonard have been unable to agree as to the price to be paid for the purchase of the said telephone system,

And whereas the Applicant has applied to this Board to fix a price to be offered by the Municipal Corporation of the Township of Mersea for the purchase of the plant and equipment comprising the said telephone system,

And whereas the Board did instruct its Electrical and Telephone Expert to investigate and make a report as to the value of the said plant and equipment,

Upon reading the report of the Board's Electrical and Telephone Expert, and other material on file,

The Board, in the exercise of the powers vested in it by "The Ontario Telephone Act," hereby fixes the price to be offered by the Municipal Corporation of the Township of Mersea for the purchase of the plant and equipment comprising the telephone system of which Mr. James Leonard is the proprietor, and located within the said township, at the sum of Twelve Thousand Five Hundred and Thirty Dollars (\$12,530.00), and directs that the said Municipal Corporation of the Township of Mersea shall offer to purchase the said plant and equipment at the price so fixed.

The Board makes no order as to costs, save and except that the Applicant and the said Mr. James Leonard shall each pay \$5.00 to cover the cost of the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 3781.

BETWEEN:

The Municipality of the Village of Delhi,

Applicant,

—and—

The Norfolk County Telephone Co., Ltd.,

Respondent.

Application under Section 24 and 26 of "The Ontario Telephone Act," for an Order directing the exchange of the Respondent in the Village of Delhi to be open continuously day and night and including holidays).

May 6th. Application filed.

May 30th. Hearing, pursuant to Appointment, 1.30 p.m., Town Hall, Delhi. Order withheld until it can be shewn that a majority of 75 per cent. of subscribers desire service, and are willing to pay the additional charge of \$3.00 per year.

PROCEDURE FILE 3782.

Application by W. H. Henderson, under Section 36 of "The Ontario Telephone Act," for an Order directing terms and conditions upon which the Camden Telephone Co., Ltd., shall furnish him with telephone service.

May 6th. Application filed.

May 18th. Hearing, pursuant to Appointment, 3 p.m., Town Hall, Napanee. Board directs Applicant to pay \$20.00 cash and \$10.00 a year. Pin space to be arranged for with the Palace Road Telephone Co.

Sept. 1st. Application withdrawn.

PROCEDURE FILE 3783.

Application by John A. Campbell, *et al*, under Section 36 and 26 (6) of "The Ontario Telephone Act," for an order directing the terms and conditions upon which the West Williams Rural Telephone Association shall furnish the Applicants with telephone service, and for an order consenting to the West Williams Rural Telephone Association parallelling the pole leads of the Adelaide Telephone System.

May 6th. Application filed.

June 9th. Order.

June 9th, 1916.

ORDER.

Upon the Application of the above named Applicants, in the presence of the Applicant and Respondents, upon hearing the evidence adduced on behalf of the Applicants and Respondents, and upon hearing the Applicants and Respondents in person,

The Board orders:

1. That the Respondent, The West Williams Rural Telephone Association, Limited, shall furnish telephone service to the Applicants:

John A. Campbell, J. M. Brown, W. J. McChesney, Robert Comkey, Jas. Wilson, B. Hendrick, C. McCarthy, D. T. Brent, Dan Fletcher, Munro Fletcher, Wm. Brooks, Chas. G. Kerswell, Samuel Wilson, David Wilson, George Cleland, T. P. Callaghan, Jos. Woodlock, F. C. Brent, Samuel Wiley, Alex. Sted, upon the said Applicants or such of them as may still desire to be furnished with the said service by the said Respondent fulfilling the terms and conditions upon which the said Respondent is at present furnishing telephone service to its subscribers.

2. That in the event of the Respondent, the West Williams Rural Telephone Association, Limited, and the Respondent, M. C. Morgan, being unable within ten days of the date hereof to reach an agreement for the purchase of that part of the pole lead of the last named Respondent's telephone system now erected on the Sarnia Gravel Road from the Town Line of the Township of Adelaide and Warwick easterly through the Village of Adelaide to a point about a quarter of a mile east of the said Village where the present lines of the telephone system of the

first named Respondent now terminate, or for the leasing of pin space upon the said pole lead, the first named Respondent shall have the right to erect such poles upon the said Gravel Road as are required to carry the circuits necessary to furnish the Applicants with telephone service.

And the Board makes no order as to costs, save and except that the Applicants shall pay \$10.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3787.

Application by W. E. Campbell, trading as The Muskoka Independent Telephone System, under Section 31 of "The Ontario Telephone Act," for approval of increase in charge for service from \$10.00 to \$12.00 per annum.

May 9th. Application and material filed.

July 11th. Hearing, pursuant to Appointment, 10 a.m., Town Hall, Huntsville. Application granted subject to 50 miles of circuit being metallic in two years. Increase to date from Jan. 1st, 1917.

July 28th. Order.

July 28th, 1916.

ORDER.

Upon the Application of the above named Applicant, upon hearing the Applicant in person, and upon reading statement of the Applicant's receipts and disbursements and other material filed,

The Board orders, subject to the conditions prescribed in this Order, that leave be granted to the Applicant to charge the undermentioned tariff charge for telephone service in so far as such charge may be applicable to those subscribers who are resident in any township where such tariff charge is not inconsistent with the terms of any by-law in force in any such township or the terms of any valid agreement between such township and the Applicant:

For Rural Party Line Service\$12.00 per annum.

And the Board further orders that the tariff charge authorized by this Order shall be subject to the terms of any contracts which may exist between the subscribers of the Applicant's system and the Applicant, and shall only take effect upon the expiration of such contracts as they may be terminated from time to time.

And the Board further orders that the Applicant shall, within two years from the date hereof, convert not less than fifty miles of single grounded iron wire circuit, which now forms part of his telephone system, into metallic iron wire circuits.

And the Board makes no order for costs in connection with this Application.

(Sgd.) A. B. INGRAM,

Vice-Chairman.

(Seal.)

PROCEDURE FILE 3805.

Application, under Section 31 (1) of "The Ontario Telephone Act," for revision of toll charges between the subscribers to the Township of Cramahe Municipal Telephone System and the subscribers of the Township of Percy Municipal Telephone System.

May 16th. Application filed.

July 7th. Hearing, pursuant to Appointment, 1 p.m., Township Hall, Village of Castleton.

July 19th. Board suggests meeting of Commissioners of both systems with view to reaching agreement.

Oct. 12th. Letter for further information regarding agreement made Sept. 11th, between the Corporation of the Township of Cramahe and the Township of Percy.

PROCEDURE FILE 3808.

Application by The Horton & McNab Telephone Co., Ltd., under Section 26 (6) of "The Ontario Telephone Act," for consent to erect poles and wires in the Township of McNab upon and along the same highways on which the pole leads of the McNab Telephone Co., Ltd., are already erected.

May 16th. Application filed.

June 13th. Hearing, pursuant to Appointment, 10 a.m., Town Hall, Arnprior. Application dismissed. Order withheld for 30 days to allow Applicant and Respondent an opportunity to merge their interests.

PROCEDURE FILE 3819. (P. 274).

BETWEEN:

Geo. S. Burkholder, *et al*,

Applicants,

—and—

The City of Hamilton,

Respondent.

(Application for water and sewers).

May 20th. Application filed.

May 22nd. Reply directed to be delivered within ten days by the City of Hamilton.

June 2nd. Reply filed.

June 19th. Hearing 11 a.m. to 6 p.m., and adjourned *sine die* pending filing of Plan (See Reporters's notes).

Sept. 25th. Plan, shewing location of Applicant's premises with respect to City's mains and schedule, as directed at Hearing June 19th, 1916, filed.

Oct. 2nd. Hearing, 11,30 a.m. to 2 p.m. Applicants not entitled to construction of mains—reasonable distance for service pipes 300 feet from existing distribution mains. Plans to be prepared by Applicants' and City's Engineers accordingly and submitted to the City. Hearing adjourned *sine die* in the meantime.

PROCEDURE FILE 3820.

BETWEEN :

Christopher Rowell

Applicant,

—and—

The United Telephone Co., Ltd.,

Respondent.

(Complaint under Section 23 as to service furnished).

May 22nd. Complaint filed.

June 9th. Order.

June 9th, 1916.

ORDER.

Upon the Application of the above named Applicant, in the presence of Applicant and Respondent, upon hearing the evidence adduced on behalf of the Applicant and Respondent, and upon hearing Counsel for the Applicant and Respondent, The Board orders:

1. That the Respondent shall within thirty days from the date hereof execute such repairs to its poles, wires and other equipment as may be necessary to ensure to the Applicant and other subscribers to the Respondent's system a prompt and efficient service.

And the Board makes no order for costs, save and except that the Respondent shall pay \$10.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3823.

BETWEEN :

D. W. Clarke, M.D.,

Applicant,

—and—

The Clarke & Manvers Telephone Association, and The Orono Telephone Co., Ltd.,

Respondents.

(Application under Section 36 of "The Ontario Telephone Act," for restoration of telephone service to Applicant).

May 22nd. Application filed.

July 3rd. Order.

July 3rd, 1916

ORDER.

Upon the Application of the above named Applicant, in the presence of the Applicant and Respondents, upon hearing the evidence adduced on behalf of the Applicant and the Respondents, and upon hearing Counsel for the Applicant;

The Board orders:

7 R.M.

(1) That the Applicant shall, on or before July 8, A.D. 1916, thoroughly overhaul his telephone circuit from Pontypool to the point where it connects with Line No. 3 of the Respondent, the Clarke & Manvers Telephone Association, and shall place the said circuit and all apparatus connected therewith in a proper and efficient state of repair,

(2) The Repondent, the Clarke & Manvers Telephone Association, shall, on or before July 8th, 1916, thoroughly everhaul its telephone circuit known as Line No. 3, and shall place the said circuit and all apparatus connected therewith in a proper and efficient state of repair,

(3) That the Respondent shall on or before July 8th, 1916, restore telephonic connection with the telephone circuit of the Applicant, and shall furnish service to the Applicant upon the same terms and conditions as those under which the Applicant enjoyed the said service before connection with the circuit of the Applicant was severed by the Repondents, or upon such other terms as shall be mutually agreed upon between the Applicant and the Respondents, or as may be approved by this Board.

The Board makes no order as to costs, save and except that each party shall pay \$5.00 for law stamps required upon this Order.

((Sgd.) A. B. INGRAM,

(Seal.)

Vice-Chairman.

PROCEDURE FILE 3824.

BETWEEN :

The Highland Telephone Co.

Applicant,

—and—

The Temiskaming Telephone Co., Ltd.,

Respondent.

(Application for enquiry into the validity of an agreement dated Feb. 2nd, 1916, between the Applicant and Respondent, providing for the purchase of the telephone system of the Applicant.)

May 22nd. Application filed.

July 24th. Order.

July 24th, 1916.

ORDER.

The Board having assumed the burden of the reference in this matter and having heard and considered the evidence and argument submitted, finds and declares as follows.

That upon the evidence adduced no legal, valid and binding sale or agreement for the sale of the telephone system of the Highland Telephone Company, with its poles, wires, plant, franchise, etc., to the Temiskaming Telephone Company, Limited, has been made or entered into.

And the Board makes no order as to costs, save and except that the Applicant and Respondent shall each pay the sum of \$5.00 for the law stamps required for this Order.

((Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 3837. (P. 263).

(See P.F. 3548) (P. 246).

Application by The Toronto Suburban Railway Co., undr Section 243 of "The Ontario Railway Act," for approval of deviation of its Dundas Street Line of Railway at Lambton Mills, Township of York, to private right of way owned by the Company.

May 26th. Application and Plan (4 copies) filed.

June 3rd. Hearing, pursuant to Appointment, 11 a.m. to 1.30 p.m. Judgment reserved.

June 22nd. Judgment delivered allowing application.

Aug. 28th. Order, dated June 20th, 1916, issued.

OPINION OF THE BOARD.

This is an application by The Toronto Suburban Railway Company under Section 243 of "The Ontario Railway Act," and the Company's special Acts, for approval by the Board of the deviation of its Dundas Street line of railway at or near Lambton Mills in the Township of York, in the County of York, to a private right of way owned by the Company according to the plan, profile and book of reference filed with the Board. Under the name of "The Toronto Suburban Street Railway Company (Limited)," subsequently changed as above, the Applicant was incorporated by Chapter 94 of the Ontario Statutes of the year 1894, by force of which legislation also the Applicant acquired from The City Suburban Electric Railway Company and The Davenport Street Railway Company, all the assets, franchises, rights, powers and privileges and other real and personal property of the two last named companies. By the combined operation of the foregoing and several subsequent Acts of the Legislature, and a number of agreements entered into with the Township of York, the Company was empowered to construct and operate a railway or tramway upon and along certain highways of the Township. The Board without enumerating in further detail these statutes and agreements—since as to the main features of them there is in this proceeding no controversy—will refer specifically to those parts of them only which, in the opinion of the Board, have a bearing upon this application.

In the year 1904 at the time of the passage of the Act of the Provincial Legislature, to be presently referred to, the Applicant had lawfully constructed, and for some years previous to that date, was lawfully operating an electric railway along certain highways of the Township of York, and amongst others along Dundas Street at or near a locality known and generally designated as the Village of Lambton Mills—although the area to which this appellation is applied is not an incorporated village. The plans filed by the Applicant show its railway as it existed, and was being operated in and for some years prior to the year 1904, extending in a westerly direction along Dundas Street from the west limit of the City of Toronto to the neighborhood known as the Village of Lambton Mills, where it terminates in a "loop," partly on the highway and partly on a private right of way, designed to enable the Company's cars to be turned.

At the session of the Legislature held in the year 1904, the Applicant procured to be passed Chapter 94 of the Statutes of that year. Section 1 of this Act so far as material to this application reads as follows:

“ 1. The Company is authorized and empowered to construct, equip, maintain and operate extensions of its line of railway from a point in or near the City of Hamilton, etc. . . ., with a branch from a point on the line of railway already constructed in or near the Village of Weston, or some point between the Village of Weston and the north limit of the Township of York to the Village of Woodbridge, in the County of York, and also from a point on the line of railway already constructed in or near the Village of Weston, or the Village of Lambton Mills to the Town of Brampton, in the County of Peel, etc.”

Section 7 reads as follows:

“ 7. The Company may at any point or points where its railway may run along the highway deviate from such highway to a right-of-way owned by the Company, provided that no obstruction of such highway shall be made by such deviation, but if the rails on such deviation do not rise above or sink below the surface of the road more than one inch they shall not be deemed an obstruction; provided that the right by this section conferred shall not be exercised by the Company until the consent of the council of the municipal corporation having jurisdiction over the highways has first been obtained; or, if such consent has been refused, or has not been given within two months from the filing of a written application therefor with the clerk of the municipality, then until the approval of the Railway Committee of the Executive Council of Ontario has first been obtained, and the said Railway Committee may, on application of the Company, order that the said Company may make such deviation.”

By the provisions of Section 5, Subsection 6, paragraph (a) of the Act constituting the Board (R.S.O. 1914, c. 186), the power and authority conferred by the above Section upon the Railway Committee of the Executive Council may be exercised by the Board.

The plans filed with the Board show, in addition to the tracks of the Applicant along Dundas Street in the Township of York, as they existed in the year 1904, the proposed deviation of the Company's line of railway, approval of which is now sought from the Board: its point of departure from the Applicant's existing railway to its private right-of-way, being a point on Dundas Street at or near the Village of Lambton Mills above referred to. The plans also show the extension of the Company's railway westerly from the above point of deviation along a private right-of-way. This extension, now nearly completed to the City of Guelph, will serve in part as a link to connect the Applicant's railway in the Township of York with the Town of Brampton, as authorized by its Act of 1904.

Notice of the application was given to the Township of York, and that municipality was represented at the Hearing by counsel in the person of Mr. Starr, K.C. The City of Toronto asked to be heard also on the ground that a part of the railway of the applicant was by reason of the annexation to the City of certain

districts, now within the limits of that municipality. Without formally being made a party to the proceeding the City was heard by its Counsel, Mr. Fairty.

After consideration the Board sees no valid ground upon which it can withhold the approval sought. The intention of the Legislation in passing Chapter 94 of the Statutes of 1904, is abundantly clear from the recitals which in part are as follows:

“Whereas The Toronto Suburban Railway Company, hereinafter called the Company, has under the various Acts incorporating and relating to the Company, constructed and is now operating in the Town of Toronto Junction and adjoining municipalities certain portions of the lines of the railway by the said Acts authorized.”

* * *

“And whereas it is desired to extend the time limited for the construction of other portions thereof, to authorize further extension of the Company's lines from the City of Hamilton to the Town of Niagara Falls, in the County of Welland, to construct branch lines and to amend the various Acts relating to the Company.”

No language could be plainer than this, that one of the purposes of the Company's Act of 1904, was to enable it to construct branch lines. Section 1 of the Act in part set out above specifically enumerates these branch lines, and one of them is defined as extending “from a point on the line of railway already constructed in or near the village of Weston or the Village of Lambton Mills to the Town of Brampton, in the County of Peel.” In the exercise of this right so plainly conferred the Applicants have elected to construct the branch line to Brampton from a point on its existing line at or near the Village of Lambton Mills, and this the plans filed show. Against such clear enabling provisions, what can it avail to urge, as it is urged, that the Applicant's railway was originally and now is a local street railway, and therefore cannot be connected with the later western extension which is in the nature of a trunk railway designed to transport not local, but through traffic. If the Legislature has chosen by this enactment to authorize the linking together of the Applicant's project as originally designed and constructed—a purely local street railway—with the more ambitious enterprise subsequently launched of a trunk or interurban railway—it does not rest with this Board to say it nay.

But it is urged that the frequent repetition in the Company's Acts (1 Edw. VII, c. 91, 4 Edw. VII, c. 94) that the powers of the Applicant to extend its railway along any public highway, is conditional upon the consent being first obtained of the municipal authority having jurisdiction over such highway, indicated that no such extension shall under any circumstances be made without that consent. This objection is met by the express provisions of Section 7 of the Company's Act of 1904. These authorize the Company to deviate from the highway at any point where its railway may run along a highway—such deviation involving necessarily the laying of a portion of railway along or across the highway from the point of departure of the deviation from the Company's existing line to the Company's private right-of-way. Reading this provision in conjunction with the enabling provisions of Section 1 of the same Act, the Board can entertain no manner of doubt that the deviation, or extension of the Company's line, which forms the subject of this application is expressly authorized by the Com-

pany's Act of 1904. Section 7 furthermore contains a special provision in respect of the rights of the municipalities having jurisdiction over the highways from which the Company is authorized to deviate. It declares that the right conferred by this section as to deviation shall not be exercised by the Company until the consent of the council of the municipal corporation having jurisdiction over the highway has first been obtained. In the event of such consent being refused by the council, or being withheld for more than two months from the filing of a written application therefor with the clerk of the municipality, then the Board (in substitution for the Railway Committee of the Executive Council) may consent and order that the Company make the deviation. There is here, it is true, a clearly expressed intention by the Legislature to override a right of the municipalities concerned which in general throughout these enactments has been jealously guarded. The explanation of this changed attitude of the Legislature towards municipal rights is no doubt to be found in the changed character of the undertaking. During its earlier years The Toronto Suburban Railway Company was a purely local enterprise, aiming to furnish transportation for the inhabitants of some municipalities in the outskirts of the City of Toronto. As population and the demands of trade increased, the undertaking, with the sanction of the Legislature, assumed a wider scope and took on the character of an interurban railway serving growing communities far removed from the scene of its earlier activities. In view of this the Legislature has in Section 7 of the Act of 1904 plainly said that, in respect of the matters there dealt with, it will not suffer the undertaking to be frustrated by the opposition of purely local interests, and has vested in the Board power to order a deviation in the event of any municipal council proving recusant.

Approval of the deviation as planned was opposed by Mr. Fairty on the ground that the radial or interurban cars of the company would be operated over its street surface tracks, which are now within the City of Toronto, and that the intermingling of the Company's local and through traffic would unduly interfere with the local service, and would introduce conditions of danger that would not be tolerated. As to this it is clear that if the Company has under relevant agreements the legal right to operate its radial or interurban cars over its surface lines in the City of Toronto, the Board has no power to deprive it of that right. Furthermore the Board's observation of street railway operation in such cities as Buffalo, Detroit and Cleveland, leads it to conclude that interurban cars may be operated with safety and without material disturbance of the local service over surface tracks in large cities.

The Board's engineer has considered the plan filed on this application, and has besides viewed the site of the proposed deviation of the Company's tracks, and he reports that the plan may properly be approved by the Board. At the hearing, Counsel for the Township of York made no objection to the plan as such, and suggested no alterations in it.

An Order of the Board will issue approving the plan and directing the Company to make the deviation, subject to the condition of Section 7 of the Act of 1904, as to non-obstruction of the highway.

There will be no costs to either party, but the Applicant will pay \$15.00 in law stamps on the Order.

(Sgd.) D. M. McINTYRE,

Chairman.

Dated at Toronto, the Twentieth Day of June, A.D. 1916.

June 20th, 1916.

ORDER.

Upon the application of the above named Company, and upon hearing Counsel for the Applicant and for the Municipal Corporation of the Township of York, and the Corporation of the City of Toronto having, at the hearing, applied to be made parties hereto, the Board was pleased to direct that Counsel for said City should also be heard, but that the said Corporation of the City of Toronto shall not be made parties hereto, and the said application having come on this day for judgment.

The Board orders and directs that the plans, profiles and book of reference filed with the Board showing the proposed deviation be, and the same are approved, and the Company is directed to make the deviation, subject to the conditions of and in accordance with the agreements between the parties and the Statutes relating thereto.

There will be no costs on this Order, except that the Applicants shall pay \$15.00, the fee for law stamps on the Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3846.

In the Matter of Standard Specifications and Plans approved by the Board for bridges, viaducts, trestles and other structures, under Section 117 of "The Ontario Railway Act."

May 31st. Standard Specifications and Plans prepared by the Board's Engineers received.

June 5th. Order issued approving Standard Specifications.

SIR,—Acting under instructions from your Board, dated January 3rd last, ordering the revision of the Board's Standard Specifications for bridges, viaducts, trestles and other structures—1910—we beg to report that we have now made the changes which we consider necessary to bring the specifications up to the requirements of the latest practice, and to make them apply to the conditions as laid down in "The Ontario Railway Act" of 1913.

At the time the original specifications were made the powers of your Board were limited to simply checking over the stresses of structures over which steam or electric railways passed. The Act of 1913 changed all this and gave your Board powers to inspect the structures or otherwise supervise them during construction.

While a portion of the original specification has been retained, it was found necessary to make a complete re-arrangement by dividing it up into different parts, so that each part dealt only with its particular branch. For instance, Part I deals only with the design of a steel structure; Part II with the quality of materials and tests; Part III with manufacture and workmanship; Part IV with field erection and painting; Part V with concrete bridges; Part VI with masonry; Part VII with timber structures; Part VIII with tables and diagrams. The impact formulas have all been changed and those substituted represent the best practice; also the specification for reversal of stress, wind-loading, floor system,

movable bridges and machinery for same. Diagrams have been given showing the limiting dimensions of bridges, clearances and live-loading.

We therefore submit these new specifications to your Board for approval, believing them to cover every possible condition which it may have to deal with for a considerable period, including roadway bridges, should your Board ever be called upon to consider them in the future.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

(Sgd.) DAVID MOLITOR.

June 5th, 1916.

ORDER.

The Board orders, under and in pursuance of Section 117 of "The Ontario Railway Act," that the foregoing standard specifications for bridges, viaducts, trestles and other structures, be and the same are hereby approved, in the place and stead of the standard specifications approved by the Board and bearing date the Sixth Day of January, A.D., 1910.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3847.

Application by the Township of West Flamboro, under Subsection 9 of Section 460 of "The Municipal Act," for relief from obligation to rebuild bridge on a given road between Lots 2 and 3, in the Second Concession of the said Township.

June 6th. Application filed.

June 28th. Hearing, pursuant to Appointment, 11 a.m., 4 to 6 p.m., Court House, Hamilton. Judgment allowing application; no compensation to any neighbouring landowners.

PROCEDURE FILE 3848.

Application by the Township of West Flamboro, under Subsection 9 of Section 460 of "The Municipal Act," for relief from obligation to rebuild bridge known as "Vinegar Hill" bridge, on a part of original road allowance between Lots 6 and 7, Second Concession of said Township.

June 6th. Application filed.

June 28th. Hearing, pursuant to Appointment, at Court House, Hamilton, 11 a.m. to 12 m. and 1.30 to 4 p.m. Reconstruction of bridge dispensed with, Council to fix cash compensation with J. McK. Morden, otherwise Board will fix amount of same and will consider the question of admission of further evidence if proffered.

Dec. 11th. Hearing, pursuant to Appointment, 11 to 11.15 a.m., Court House, Hamilton. Adjourned *sine die*, Counsel being engaged in other Courts (High Court and County Court) now sitting in Hamilton.

PROCEDURE FILE 3849.

In the Matter of the Approval of the Buffalo Standard Fender for use on the Niagara-Queenston Line of The International Railway Company.

June 7th. Engineer's report, dated 6th inst, and blue print filed.

June 7th. Order.

GENTLEMEN,—We have examined the blue prints of the Buffalo Standard Fender attached herewith, submitted by the International Railway Co. as the type which they propose to adopt on the cars of their Niagara-Queenston Line, and are of the opinion that this type of fender would be satisfactory considering the existing conditions on this line.

We would therefore recommend that this type be allowed, provided the fender be operated as close to the rail as practicable, and they are attached to the front of the car in a satisfactory manner.

Yours truly,

(Sgd.) J. C. ROYCE.

(Sgd.) H. W. MIDDLEMIST.

June 7th, 1916.

ORDER.

Upon consideration of the Report, dated the Sixth Day of June, 1916, made by J. C. Royce and H. W. Middlemist, Engineers for the Board,

The Board orders that the Buffalo Standard Fender, referred to in the said Report, be and the same is hereby approved for use on the cars of the Niagara-Queenston Line of The International Railway Company, subject, however, to the terms, conditions and directions contained in the said Report.

(Sgd.) A. B. INGRAM,

Vice-Chairman.

(Seal.)

PROCEDURE FILE 3856.

In the Matter of New Line to relieve congestion on the Broadview and Parliament routes of the Toronto Railway Co.

June 7th. Board's Inspector having recommended the construction of a new line, from Gerrard Street, up Carlaw Avenue to Guelph, on Guelph to Pape Avenue, thence north to Danforth Avenue, and the Board having investigated and considered the traffic conditions affected.

June 7th. Appointment issued for conference.

June 26th. Conference, pursuant to Appointment, 11 a.m. to 1.10 p.m. Mr. Harris, Commissioner of Works, to see Dominion Railway Board *re* level crossing of G.T.R. at Pape Avenue. Hearing adjourned meanwhile *sine die*.

Oct. 23rd. Hearing, pursuant to Appointment, 10.30 a.m. to 12 m. Adjourned to Nov. 13th, 1916, at 10.30 a.m.

Nov. 13. Hearing continued, 10.30 to 11.45 a.m. Board confirms its Inspector's Report and will issue Order for construction of line accordingly, unless City of Toronto file definite protest against such construction.

PROCEDURE FILE 3857. (P. 265).

(See P.F. 3320. P. 236).

Application by The Toronto Suburban Railway Company for change of gauge to standard gauge and for change of grade where necessary, for renewal of its tracks on Dundas Street and to enforce Order of Nov. 26, 1915, in P.F. 3320.

June 8th. Application filed.

June 9th. Hearing, 11 a.m. to 12.15 p.m., pursuant to arrangement with Counsel. Plan to be filed by Company shewing part of railway to be reconstructed on Dundas Street, said Plan and Exhibit "1" and further material necessary and required by the City to be served on the City of Toronto. Hearing adjourned to (16th inst. if by consent) 27th inst., at 11 a.m.

June 19th. Further application filed for renewal of tracks on Keele Street, etc., etc., as shewn on blue prints filed therewith.

June 27th. Hearing, pursuant to Appointment, 11 a.m. to 1.50 p.m. (See reporter's notes).

July 29th. Engineer's Report on inspection filed.

Aug. 8th. Judgment delivered authorizing change of gauge, etc.

Sept. 8th. Hearing, 11.30 to 11.50 a.m. Statement of case as affecting conditions when track constructed to be filed if agreed upon—otherwise Railway Company to be allowed to call evidence—City to have right to reply, etc.

Sept. 13th. Hearing continued, 1.30 p.m. Company to submit statement of facts to City for approval. If statement not approved Hearing to be proceeded with on 30th inst., at 10 a.m.

Sept. 30th. Hearing continued, 10 a.m. to 12 m. Board directs that Railway Company's, City's and Board's Engineers investigate *re* concrete base, and report to the Board early next week. Judgment reserved pending such Report.

Oct. 3rd. Toronto Suburban Railway Company asks to withdraw plans filed marked "Standard Tracks and Paved Streets" and to substitute blue print (in triplicate) filed to-day shewing sections of present track.

Oct. 3rd. Engineer's Report filed.

Oct. 6th. Objection to withdrawal and substitution of above plan filed by City.

Oct. 14th. Supplementary opinion issued by Board.

Oct. 14th. Order.

Oct. 31st. Application filed by the City of Toronto for an order directing the Company to forthwith change its gauge on Davenport Road to permit installation of crossing at Lansdowne Avenue.

Nov. 1st. Hearing, 11.30 a.m. to 1 p.m. *re* City's separate application for change of gauge, Davenport Road, pursuant to Appointment, at Board's Chambers. City to file application for temporary diamond at Lansdowne-Davenport crossing—this application to be heard by special leave 2.30 p.m., Friday, 3rd Nov. 1916. Engineers for Board, City and Company to confer in meantime. Board settles and issues Order fixing date for completion of work heretofore ordered in this case at eight months from date of Order.

Nov. 2nd. Application as allowed by Board filed by City for approval of temporary diamond crossing at Lansdowne Avenue and Davenport Road (the City to change this crossing when Railway Company changes its grade) to be heard 3rd inst., at 2.30 p.m.

Nov. 3rd. Hearing, 2.30 to 2.55 p.m. City's application for temporary diamond. If City succeeds on its present Injunction Motion before Falconbridge, C. J., Order for temporary diamond to issue *pro forma*, notwithstanding any appeal from Order of Falconbridge, C. J. Company waiving notice to attend further herein.

Nov. 6th. Hearing, 2.30, 3 to 3.30 p.m., of City's application for injunction *re* change of gauge—before Vice-Chairman, who will report to Board at Peterborough this evening.

Session of Board at Peterborough, 9 to 11.30 p.m. Vice-Chairman's Report received and considered and Interim-Injunction Order issued.

Nov. 8th. Hearing, 2.30 to 4.15 p.m. of City's Motion to continue Injunction *re* Change of Gauge. Adjourned to 11th inst., 10 a.m., to hear Company's application (to be filed) to vary Order of October 14th, 1916, herein, in order to arrive at a *Modus vivendi* saving the rights of all parties.

Nov. 11th. Hearing, 10 to 11 a.m. Company's application to vary Order of 14th October, 1916, to permit Change of Gauge. Application granted, street surface to be restored by Company, City's rights to be protected, Change of Gauge to be completed by Christmas.

Nov. 11th. Order.

Nov. 29th. Engineer's Report filed.

July 25th, 1916.

The Chairman, The Ontario Railway and Municipal Board, Toronto, Ont.

DEAR SIR,—This morning I went with Mr. Hazen, of the Toronto Suburban Railway, and Messrs. McCarthy and Stewart, of the City, to look over the condition of Dundas Street from Keele Street to the City limits, and from Dundas Street along Keele Street to the C.P.R. Subway, and have to report as follows:—

I. Dundas Street from Keele Street to Clendenan Avenue Where Asphalt Paving Ends.

The Toronto Suburban line to Lambton is a single track along the centre of Dundas Street. The rails are of the "step" section, laid on ties about 4 feet centres, with tie rods, all on a concrete foundation having a thickness of about 12 inches under each rail from the sub-grade, upon this there is about three-quarter inches of mortar and then the 4-inch paving block. The quality of concrete will be dealt with later. The rails are worn out all along, and should be renewed. The paving between the rails from Keele Street to Clendenan Avenue, where the concrete and asphalt street ends, is made up chiefly of brick or stone sets, with portions of asphalt block here and there, and it would seem that any of these were used to make repairs, whichever happened to be handy. There are two rows of asphalt block on the outside of each rail, each about one foot wide. In my opinion, all this paving between the rails and the strip outside just mentioned, should be entirely taken out and new paving put in. The roadway portion of this section of street is laid on a concrete foundation on which, I believe, was originally asphalt block, but this is largely covered with asphalt. The condition of this paving was much better than I expected to find it. The city are at present filling in low places with asphalt, and when the trench for a sewer put in last year, 3 feet

from the north rail of the track has been re-concreted and asphalted, this roadway should last considerable time. I understand this section was paved in 1912.

An examination of the concrete foundation under the track was made at various points hereafter given and samples taken out with a pick or bar, placed in paper bags, and are now before your Board.

These examinations were made at the following points, agreeable to all parties:—

(a) A point approximately half way between Mavety Street and Medland Street, opposite No. 1730 Dundas Street, concrete base in fairly good condition. Sample No. 1.

(b) A point between Medland Street and Pacific Avenue, opposite No. 1785 Dundas Street, concrete in fairly good condition. Sample No. 2.

(c) At Pacific Avenue, opposite No. 1823 Dundas Street, concrete in fairly good condition. Sample No. 3.

(d) At High Park Avenue, opposite 1882 Dundas Street, concrete in pretty fair condition. Sample No. 4.

(e) At west side of High Park Avenue, concrete not quite as good, rather broken. No sample.

(f) At Quebec Avenue, concrete base seems sound and hard and of good quality. Sample No. 5.

(g) Opposite No. 1957 Dundas Street, near Quebec Avenue, concrete base good. Sample No. 10.

(h) Opposite No. 1973 Dundas Street about 100 feet east of Clendenan Avenue, concrete fairly good. Sample No. 6.

(i) Opposite No. 1974 Dundas Street, concrete of inferior quality, broke very easily under pick. Sample No. 7.

(j) At the same point at the excavation made for the sewer which is filled up, but not yet re-paved with concrete base and asphalt. The concrete at the edge of the excavation under the roadway is of fairly good quality and seems to be quite sound and not injured by the excavation made for the sewer. Sample No. 8.

(k) At a point 40 feet west of 1926 Dundas Street, the concrete under the track is good average quality. Sample No. 11.

(l) At No. 1916 Dundas Street, concrete of good average quality. Sample No. 12.

(m) At MacMurray Avenue there is a sewer manhole just inside the north rail of the track, and another in the new sewer 5 feet north of it on the roadway with a connection evidently between the two manholes. The concrete here seems to have been broken up when this was done. Sample No. 13.

(n) At 50 feet east of No. 1870 the concrete is rather better and harder. Sample No. 14.

II. Dundas Street From Clendenan Avenue to City Limits—all Tarvia Surface.

From Clendenan Avenue to Gilmour Street the track runs along the centre of Dundas Street, and the rails are of the "step" section, laid on ties resting on the ground. These rails are all worn out and should be renewed, and also the special work at Gilmour Street. From Gilmour Street west the rails are of the "T" section to the city limits, and are in good condition. The track crosses to the north side of Dundas Street about half way between Gilmour Street and Fiske Avenue, and continues thus to the city limits and on to Lambton.

Some excavation was being made at Clendenan Avenue so that it was possible to get a good idea of the thickness of the material above the soil. The measurement taken here showed 4 inches of Tarvia, which I understood was laid three years ago, and about 15 inches of ordinary macadam, the original surface before the Tarvia was put on.

The sewer previously spoken of as being on the north side of the track and 3 feet from the north rail crosses the track between Gilmour Street and Fiske Avenue, and continues parallel with it on the south side of the street.

I did not expect to find the street surface in this section so good on the roadway portion. The surface between the rails is low and worn, and would probably average 2 inches below the rails all along. This would cause accumulation of water in wet weather, which cannot drain away; consequently, the surface would suffer from vehicular traffic. This should be filled up level with the tops of the rails, between them and for 18 inches outside each rail with Tarvia, which should not be difficult to do. The roadway surface is really only uneven where house drains have been put in at different points, and notably at St. John's Place, near the city limits, where a branch sewer has been laid under the track to the main one above mentioned.

With regard to the repairing of the roadway portion of Dundas Street from Keele Street to Clendenan Avenue, which is asphalt, there should be no difficulty in this, and when the excavation over the sewer is repaved the roadway should be pretty good all over. The paving between the rails should be entirely renewed and not repaired, and this applies also to the block on the outside of each rail.

That part from Clendenan Avenue to the city limits, which is laid with Tarvia, should be repaired at all these low spots on the roadway portion. The surface between the rails and outside them should be raised up level with the top of the rail all through, and should be kept so by careful supervision from time to time. I would estimate that to fill in this space of, say, 8 feet for a length of 2,450 feet, it would take 2,200 square yards of Tarvia, averaging perhaps 2 inches thick.

Generally speaking, the concrete foundation might be called reasonably good for that class of work, and it was better than I was prepared to find after the experience on Dundas Street east of Keele Street some six years ago. Some places were found of poor quality, but I think on the whole the samples taken could not be called very bad, and would certainly not condemn the substructure.

III. The Condition of Keele Street From Dundas Street to C.P.R. Subway.

This street was originally paved with cedar block. At the present time the portion between the rails of the Toronto Suburban Company's single track is mostly paved with this block from Dundas Street to about 75 feet north of Vine Street where a new "T" rail has been laid to the C.P.R. subway with a new brick pavement laid on concrete.

The roadway portion of the street, on both sides of the track from Dundas Street to Vine Street was originally cedar block all over, but is now patched up with stone setts or brick wherever repairs have been necessary. The east side of the street is repaved with new brick from Vine Street to the C.P.R. subway and on beyond, and the west side from about 75 feet north of Vine Street, to the subway and beyond.

The tests of the condition of the concrete under the track are as follows:—

- (a) Opposite lavatory, concrete is fairly good and hard.
- (b) Just north of lavatory, not quite so hard as at (a).
- (c) At Vine Street the concrete is fairly good.

No tests were made on the new work as everybody seemed to be satisfied regarding it.

There is a sewer all along Keele Street on the west side, and the excavation through the new paving has not been re-concreted and paved. The street from Dundas Street to Vine Street, including the track allowance, should all be re-paved and, in my opinion, any repairing that might be done would not be satisfactory as it is in a very bad state. The rails on the track are worn out, but it is no good changing them until the re-paving is done as all should be done together.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

OPINION OF THE BOARD.

This is an application by The Toronto Suburban Railway Company for approval of two plans marked respectively "Plan A" and "Plan B." Plan A shows the tracks of the applicant marked in red extending along Dundas Street from Lambton Mills easterly through the Township of York and the City of Toronto to Keele Street, with a spur southerly along Gilmour and Fairview Avenues: also from Dundas Street northerly along Keele Street and the Weston Road south to the City limits: also extending easterly from Keele Street along St. Clair Avenue and Davenport Road to Bathurst Street and southerly along Bathurst Street to the tracks of the Canadian Pacific Railway Company. In respect of the tracks shown on this plan the Company proposes to change the gauge from 4 feet 10¾ inches, as at present, to the standard railway gauge of 4 feet 8½ inches and to that end asks the approval of this plan. Plan B shows, marked in red, the tracks of the Company extending easterly along Dundas Street from the City limits at Runnymede Road to Keele Street and northerly along Keele Street to the tracks of the Canadian Pacific Railway Company. In respect of the tracks shown on this plan the Company proposes to substitute the girder rail for the T rail at present in use and to renew the track over the area above described. While this latter work is being done the Company asks to be permitted to lay down and operate along the portions of Keele Street and Dundas Street as shown in Plan "B" a temporary track for the accommodation of its traffic. The application further asks that the City of Toronto do, contemporaneously with the change of gauge and track construction, repair and reconstruct the railway portion of the roadways covered by the agreement dated 11th November, 1899, and made between the applicant and the Town of Toronto Junction (the predecessors of the City of Toronto, which latter corporation has by the annexation of the district in which the highways in question are situate, succeeded to all the rights and is subject to all the obligations of the former municipality under that agreement). These latter roadways, the Board understands, include only Dundas Street from the City limits easterly to Keele Street and northerly on Keele Street to the tracks of the Canadian Pacific Railway Company.

Counsel for the City of Toronto advised the Board at the hearing that the City's Engineer had no objection to the proposed change of rail and implied that the consent of Council necessary under paragraph 10 of the agreement would be forthcoming. He also consented that a temporary track should be laid down as asked by the Company during the work of relaying the latter's tracks on Dundas and Keele Streets. The Township of York does not object nor does the City of Toronto press its objection to the proposed change of gauge, and indeed objection from either quarter would be purely vexatious in view of the plain provisions of Section 10 of the above-mentioned agreement between the Company and the Town of Toronto Junction dated 11th November, 1899 (forming Schedule "B" to chapter 103 of the Ontario Statutes of 1900) and of Section 9 of the agreement between the Applicant and the Township of York dated 4th September, 1899 (forming Schedule "B" to chapter 124 of the Statutes of Ontario for the year 1900). So far as the Township of York and the works proposed to be done by the applicant in that municipality are concerned the foregoing constitutes complete concurrence on its part with the proposals of the Company. At this point, however, the concurrence of the City Corporation ceases and differences arise as to its rights and obligations and those of the Company under the agreement in carrying out the works which are the subject of this application.

1. The Company alleges first that the pavement along Dundas and Keele Streets, which will necessarily be torn up in making the changes contemplated in its tracks, is so out of repair as to be worn out and should, under paragraph 5 of the relevant agreement, be replaced at the expense of the Corporation in view of the obligation of the latter under that section to "Construct, reconstruct and maintain in repair the street railway portion of the roadways traversed by the Railway System." To this the Corporation replies that the repair or replacement must be done at the cost of the Company in view of the provision of paragraph 15 of the agreement that "in the event of the Company desiring to make any repairs or alterations in the ties, stringers, rails, turnouts or curves in paved streets, the portion of the roadway torn up in so doing shall be repaved by the Corporation but at the expense of the Company."

2. Still another question arises upon the construction of the agreement between the parties as to the incidence of the cost of the concrete base underlying the tracks: the Company contending that its cost is not, as falling under the description "substructure," properly chargeable to the Company, or that in the alternative only the cost of the increased depth of the concrete (some six inches in addition to the normal depth of nine inches under the roadway outside the track allowance) necessitated by reason of the superimposed tracks should be charged to it.

The applicable provisions of the Agreement are contained in the following paragraphs:

"5. The corporation will from time to time construct, reconstruct and maintain in repair the street railway portion of the roadways on all streets traversed by the railway system; but not the tracks, substructure or superstructure required for said railways."

"12. The Company shall construct the tracks and substructure according to the best modern practice from time to time in general use, and as most suitable for the comfortable and safe use of the highway by those using vehicles thereon, and all changes in the tracks, rails and roadbed construction of new lines or additions to old ones shall be done under the supervision of the town engineer, and to his reasonable satisfaction."

"15. The Corporation shall have the right, subject to the provisions of clause 13, to take up the streets traversed by the railway lines for all purposes within the powers of the Corporation, including altering grades thereof, constructing or repairing pavements, sewers, drains, conduits, or for laying down or repairing water or gas pipes without being liable for any compensation or damage that may thereby be occasioned to the working of the railway or the works connected therewith, but all such work shall be proceeded with by the Corporation with due diligence, so that there shall be no loss of time to the railway save what cannot reasonably be avoided. The said Corporation shall, after the completion of any such works or improvements, leave the said railway line, rails and *substructure* in substantially the same state and condition as before the commencement of any such works or improvements. In the event of the Company desiring to make any repairs or alterations in the ties, stringers, rails, turnouts or curves on *paved* streets the portion of the roadway torn up in so doing shall be repaved by the Corporation, but at the expense of the Company."

The object of these paragraphs or of those parts of them which are relevant to this enquiry may be summarized in this way.

Paragraph 5 casts upon the Corporation the burden of construction and repair of the street railway portion of the roadway, which for brevity will hereafter be designated the "pavement of the track allowance" and expressly excludes from that category the tracks, substructure and superstructure required for the railway.

Paragraph 12 casts upon the Company the duty of constructing the tracks and substructure from time to time, and this the Board takes to mean when read in connection with the delimitation of obligation contained in paragraph 5, both the initial construction and the maintenance in repair of the tracks and substructure. This view was taken by the Court of Appeal in the case *re City of West Toronto and Toronto Railway Company*, 25 O.L.R. 9.

Paragraph 15 in its last sentence declares that in the event of a paved street being torn up by the Company for any of the purposes therein mentioned, the cost of the repaving shall be borne by the Company.

The Board sat to take evidence on the 9th and 27th June, 1916, after notice to the Corporation of the City of Toronto, and the Corporation of the Township of York, both of whom were represented at the sittings. Subsequently it was thought well to procure a report from Mr. Middlemist, the Board's engineer, upon the condition of the pavement of the track allowance, including the substructure along the portions of Dundas and Keele Streets in question, and lying within the limits of the City. After a careful examination made in collaboration with the engineers of the Corporation and the City respectively, Mr. Middlemist submitted his report dated the 25th day of July, A.D. 1916, which now forms a part of the material on this application. This Report was considered by the Board at a conference with the representatives of the Company and Corporation on the 2nd of August, 1916.

Dealing first with the second question raised above, namely, the incidence of the cost of constructing the concrete base which underlies the tracks, it will be convenient to treat it under two heads, distinguishing those portions of the streets in question laid with what may be termed a permanent pavement, from that portion laid with *Tarvia*.

Where a permanent pavement in the above sense is laid on these streets, Mr. Middlemist found underlying it a concrete base of the width of the track allowance

—that is the space between the rails and for a distance of eighteen inches outside. As to this concrete base, Mr. Hazen, the Company's engineer, was under the impression that it had failed completely, that in fact it was all gone, and he so testified at the hearing. The examination made by the Board's engineer disclosed the fact that Mr. Hazen was mistaken in regard to this. Mr. Middlemist procured the streets to be opened at a number of places and the concrete base to be exposed to view, with the result that he reports that he found the concrete base in good or fairly good condition. This being so it follows that if the Company for any of its purposes as enumerated in paragraph 15 of the agreement in tearing up the roadway injures or destroys the existing concrete base it may be made good as a detail of the repairing by the Corporation, but at the expense of the Company.

As to the portion of the streets in question now paved with Tarvia, which is laid without a concrete base, it was indicated by the City's representatives at the conference to consider the Report of the Board's engineer that it is the intention of the Corporation to lay a permanent pavement of the width of the track allowance at least, and that this will require a concrete base. The plans filed by the Company show the nature of the construction proposed. Upon the sub-base there is laid a concrete base fifteen inches thick. In this concrete base the wooden cross ties (6 in. by 8 in. by 8 ft.) are embedded in such a way that the tops of the ties are flush with the upper surface of the concrete base, thus offering an even bearing upon which the steel rails are laid. The pavement along the track allowance is completed by laying blocks of granite or other suitable material which bring the travelled surface of the roadway up flush with the top of the rail. A difference has arisen between the parties as to which of them shall bear the cost of laying the concrete base: each contending that the obligation to do so is on the other. The difference is to be determined by the answer to the question: Is the concrete base "substructure" required by the railway? If it is then clearly it must be laid by the Company under paragraphs 5 and 12 of the agreement.

Little or no evidence was offered by either party bearing upon this question, but the Board in consultation with its engineer has reached the conclusion that the term "substructure" as used in the agreement includes the entire body of concrete which carries the rails. Clearly something more is included than the rails, wooden cross ties, tie rods and other such details, which are embraced under the designation "tracks," the first descriptive word used in the determining paragraphs 5 and 12 of the agreement. Etymologically the term "substructure" signifies "an understructure," "a foundation." Now, obviously, no distinction can be drawn in respect of their quality as "an understructure" or "a foundation" between the different strata of the concrete base underlying the Company's tracks. For example it is not permissible to say that six inches of it only are "substructure" and that the remaining nine inches are not "substructure." Every part of the fifteen inch base serves in the office of a foundation for the superincumbent tracks—it is one and indivisible—and of no part can it be said that it is not required for the railway, and does not properly fall under the designation "substructure." The fact that the concrete base within the track allowance also carries the surface roadway or pavement within that area is merely an incident and does not, when seeking to delimit the obligations of the respective contracting parties under the agreement, render the entire concrete base or any part of it any the less "substructure" *qua* the superimposed tracks.

The ground may be taken by the Company that, conceding that the entire concrete base is "substructure" within the agreement, and the cost of constructing

it is properly chargeable to the Company, a different rule is applicable here. In the case under consideration the Corporation proposes to lay a permanent pavement on part of Dundas Street which is now paved with Tarvia. That is a permanent pavement necessitating an expensive concrete base is to be laid in lieu of a comparatively inexpensive one. If the cost of the concrete base in such a case is sought to be charged to the Company, it may be contended that this would be imposing upon the Company a burden not warranted by the agreement: that in fact the obligation of the Company is limited at furthest to a replacement of the pavement destroyed by one of the kind now in being. Such a contention seems to be fully met by the provisions of paragraph 12 of the agreement. These oblige the Company to construct the tracks and substructures according to the best modern practice from time to time. If, however, it should be held, notwithstanding the use of the words "from time to time," that this applies to the original or initial construction only of the Company's undertaking, the latter portion of the paragraph seems to clinch the matter when it declares that "all changes in the tracks, rails and roadbed construction of new lines and additions to old ones should be done under the supervision of the town engineer (now the engineer of the City of Toronto), and to his reasonable satisfaction." In connection with the contemplated changes in the Company's tracks and rails the engineer of the City of Toronto has sufficiently indicated to the Board that only a concrete base as shown in the plans filed will secure his reasonable satisfaction.

Dealing now with the first question raised above. This in effect raises the question how the obligation of the Corporation to maintain the pavement in repair under paragraph 5 of the agreement is to be harmonized with the obligation of the Company to bear the cost of repairing where under paragraph 15 the roadway is torn up for the purpose of changing the gauge and rail, and how both obligations may be contemporaneously enforced and discharged.

At the conference to consider his report the Board's engineer advised that, if the roadway was not to be disturbed by the Company, the pavements both Tarvia and permanent, might be repaired, and need not necessarily be renewed, but that if the Company tore up the roadway as proposed for its purposes, the pavements would require to be renewed. To co-ordinate the obligations of the several parties arising under paragraphs 5 and 15 respectively seemed a matter of some nicety, yet failing such co-ordination by friendly negotiation and agreement it might be that the Company having torn up the roadway for its own purposes would be compellable to pay for laying new pavements (except possibly where permanent paving is substituted for Tarvia); the City thus obtaining a new pavement for an old one much worn, all at the expense of the Company. At the conference of the parties with the Board this phase of the matter was discussed and the City's representatives expressed their willingness to abide by the following proposition: the Corporation to bear the whole cost of paving that portion of Dundas Street now laid with Tarvia and to pay the whole cost of paving the remaining portion of Dundas Street and the portion of Keele Street in question, less such sum as should be fixed by the Board on the advice of its engineer as representing the life of the pavement on those streets, which latter sum should be contributed by the Company; paving and pavement in this proposition to be interpreted to include the body of the roadway from the base to the top of the rails within the track allowance as above defined. This proposal was made by the Corporation on the understanding that any order of the Board based on it should not be made the subject of an appeal by the Company, and that in case of such

appeal the Corporation should, in making its answer, be at full liberty and free from any assumption of liability on account of such proposition. The Board accepted the Corporation's proposal with that reservation. As in the absence of such a proposal the Board might have felt constrained to hold the Company liable to bear the whole expense of renewing the pavements torn up by it, there can be no injustice to the Company in adopting the above proposal so conditioned, and making it a term of the Board's Order.

There was some discussion at the hearing as to a change of the site of the tracks on Dundas Street. At present the track of the Company—a single track with turnouts for the passage of cars—is laid in the centre of the street. The Corporation desires that, in connection with the extensive reconstruction now proposed, the track should be laid a little off the centre of the street so as to permit of the construction of another and parallel track when it becomes necessary to have and operate a double track railway. It was urged by Mr. Fairty that the provisions of paragraph 14 of the agreement is applicable and that under it the Corporation could require in connection with the work of changing the gauge and rail a relocation of the track. Paragraph 14 reads as follows:

L. 14. "The location of the railway on any street shall not be made by the Company until plans thereof showing the proposed position and style of rails to be used, and other works, on each such street in connection with the construction of said railway have been submitted to and approved in writing by the Town engineer and adopted by resolution of the Municipal Council, and the construction shall be carried out in accordance with such plans (provided also that the Corporation shall have the right to prohibit the Company from locating its railways upon any particular street or streets, or portion thereof), but the Corporation shall not have such right to prohibit in any case where there is no other practicable route along which the railway can be operated."

The Board cannot adopt this view. In its opinion the location of the railway on a street referred to in this paragraph is the location when the undertaking is initiated. After approval of the plans by the Municipal Corporation under that paragraph and the construction of the railway in pursuance of them, the Company acquired a vested right in the site which cannot be disturbed during the continuance of the Company's charter unless by forfeiture under some applicable provision of the agreement. If a change in the location of the Company's tracks against the wishes of the Company is now sought by the Corporation, it seems to the Board it must be the subject of negotiation and agreement by the parties concerned.

The plans submitted will be approved and an Order of the Board will issue in accordance with the foregoing expression of opinion upon the various questions raised.

At the hearing there was no question raised as to the matters of claim contained in paragraphs 5 and 6 of the Company's application—namely that the installation of the diamond and safety device at the intersection of the applicant's line by the Civic line at the corner of Davenport Road and Lansdowne Avenue, already ordered by the Board, should be done contemporaneously with the doing of the works ordered on this application. As the interests of the parties will be best served by concurrent construction the Board will so order.

There will be no costs to either party on this application, but the Company will pay in law stamps on the Order the sum of \$30.00.

(Sgd.) D. M. McINTYRE,

Chairman.

Dated at Toronto this Eighth Day of August, A.D. 1916.

October 3rd, 1916.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

SIR,—Acting under instructions given me on Saturday last, I went this morning to Dundas Street to inspect the nature of the material under the single track lines of the Toronto Suburban Railway. Mr. Stewart, of the City Roadways Department, represented the City, and Messrs. Hazen & Royce, the Railway Company. Each party had a gang of men who made the necessary excavations. My report as to the nature of these is as follows, and is supplementary to the one made on July 25th last.

(1) Dundas Street from Keele Street to Clendenan Avenue where asphalt paving ends. An excavation between the rails was made just east of Pacific Avenue, exposing a wooden tie, and carried to the bottom of it. The cross section was as follows: the rails are 6 inches deep from the top of the head to the top of the tie. The top of the concrete is four to four and a half inches above the top of the tie, and its total thickness is ten to ten and a half inches, which would bring it just about level with the base of the tie which measures six inches thick. The tie rests on a sandy bottom or sub-grade.

The next excavation was made at MacMurray Avenue, and a cross section was as follows: Top of rail to top of tie six inches; thickness of tie six inches; thickness of concrete above the top of the tie four inches; total thickness of concrete nine to ten inches varying with the irregularities of the sub-grade. In this section, the bottom of the concrete would not reach quite to the base of the tie in parts. The base of the tie rests on a sandy sub-grade.

The third excavation was made about twenty-five feet east of Quebec Avenue, the next street east of Clendenan Avenue. Here the section was better preserved and it was possible to measure the paving in place. The details of this cross section are as follows: Top of rail to top of tie six inches; top of paving to top of tie, halfway between rails, seven and a half inches; top of concrete, above top of tie, four and three-quarter inches; thickness of tie six inches; total thickness of concrete eleven and a quarter inches. The base of the tie rests on a sandy sub-grade.

(2) Dundas Street from Clendenan Avenue to City Limits Tarvia roadway. My remarks concerning the roadway in the report of July 25th last, still apply, but the following excavations made to-day show clearly what is between the rails. As stated in my previous report, the surface between the rails is low and should be raised up level with the top of the rails so the water may not accumulate, which it will do at present. A cross section made at St. John's Road shows a thin layer of macadam about two or three inches thick on gravel and sand which goes down between the ties. There is no Tarvia on the surface of the macadam, but it is covered with a coating of black, oily mud. The same remark applies to the other cross sections taken opposite No. 2145 Dundas Street, just east of Gilmour Street.

When the new track is put in to replace the present one on this portion of Dundas Street, I would suggest a Tarvia surface be laid between the rails and outside them to join that on the roadway on each side, and brought up level with the top of the rail. I gave an estimate of this in my previous report. The rails from Keele Street to Gilmour Avenue were originally of the girder-grooved type, but the grooved portion has been laid out flat so that any one not knowing the original section might easily mistake them for step rails, and I could hardly be convinced to believe they were not that section until Mr. Royce told me they were early sections of Belgian grooved rails. The metal is so thin it has become quite flat.

From Gilmour Avenue the "T" rail is used, and I understand the Company have been putting in new ties within the last month, or at any rate since I was last there, from this point to the City Limits. The surface between the rails and outside them is too low, and should be made level with the top of rail until it reaches the City Limits.

The ties I saw exposed between Keele Street and Clendenan Avenue were fairly well preserved and might be used again, but if they are additional ones should be put in to make them two feet centre to centre. I am, of course, referring to the laying of the new rails. The concrete surface and the paving are as described in my previous report, samples of the concrete having been sent to your Board for examination.

(3) Along Keele Street to Vine Street, where the new track begins. My previous report deals with the cedar block paving, and with the general conditions of track and roadway to the C. P. Subway.

An excavation was made opposite No. 948 Keele Street to-day and the following cross section was obtained: Depth of rail six inches; paving between the track cedar block, about four and a half inches deep upon a cushion of sand to the level of the top of the tie, which is six inches thick, resting on a sandy sub-grade. The concrete between the tie is four and a half inches thick down from the level of the top of the ties, so that it does not reach to its base. The quality is as stated in my previous report.

Another excavation was made at Vine Street and a cross section obtained was: depth of rail six inches; cedar block between rails about four and a half inches deep on a sand cushion to the top of the ties. From the top of the tie down, the concrete is five inches thick, the tie being six inches thick, so the concrete base is one inch above that of the tie. The base of the tie rests on a sandy sub-grade. The whole street from Vine Street to Dundas Street needs new paving all over. The rails here are the same section as on Dundas Street from Keele Street to Gilmour Avenue.

Attached to this report I show a cross section of each part of the concreted portions of the streets excavated to-day, and as given herein.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

OPINION OF THE BOARD.

(Supplementary).

After this application had been disposed of by Judgment of the Board dated 8th August last, the Applicant asked leave to submit proof of certain facts, some of which were not within the knowledge of its Counsel at the Hearing. Pursuant to leave granted additional evidence was submitted to the Board at a Hearing held on the 30th September. The facts established by the evidence then given, considered in conjunction with a supplementary report of the Board's Engineer, dated 3rd October instant, are:

(1) That when the Applicant's tracks were laid along the streets with which this application is concerned, the streets were laid in macadam;

(2) That when the parts of the streets with which this application is concerned were paved, the entire work, including the taking up and relaying of the Company's tracks, was done by the Town of Toronto Junction at its sole cost;

(3) That in the parts of those streets which were so paved the ties were laid on a subgrade of sand or clay, and not upon a slab of concrete as first reported by the Board's Engineer, although concrete was laid between the ties;

(4) That where the surface of the streets with which this application is concerned was treated with Tarvia, no Tarvia was laid upon the track allowance, being that part of the street between the rails and for eighteen inches on each side outside the rails.

The Board is of the opinion that these additional facts do not warrant it in departing from the conclusions expressed in its Judgment already pronounced.

True, at the last Hearing the Chairman suggested that, to be formally correct, in view of its subsequent contentions, the Company should ask leave to withdraw the plans on file and file others. Pursuant to this suggestion the Applicant submitted for approval cross section plans, dated 27th September, 1916, differing in essential particulars from those filed originally. On consideration the Board is of the opinion that at this late stage and after judgment had been pronounced, leave should not be granted to substitute new plans for those filed originally by the Company, and in respect of which the evidence and argument of both parties were addressed to the Board.

(Sgd.) D. M. McINTYRE,

Chairman.

Dated at Toronto this Fourteenth Day of October, A.D. 1916.

October 14th, 1916.

ORDER.

Upon the application of the above named Applicants, dated the 7th June, 1916, and the amended application, dated the 17th day of June, 1916, and upon hearing Counsel for the Applicants and the Respondents and the Engineer for the Applicants and the Respondents, and the Engineer of the Railway Board having inspected and reported upon the condition of the tracks and roadway; and having heard the evidence adduced at the various sittings and considered the plans filed:

1. The Board orders that the plans filed upon this application be approved;
2. And the Board further orders that the applicant company be, and it is hereby permitted forthwith, in conformity with the said plans, to change the gauge of its railway on such portions thereof as are at present not of standard gauge from such existing gauge to the standard railway gauge, being 4 feet 8½ inches, but save as above nothing herein contained shall authorize or require a change in the location of said railway;
3. And the Board doth further order that the Applicants be permitted at their own expense, and in conformity with the said plans, to replace with girder rails, as shown on said plans, the rails now on Dundas Street between Keele Street and Runnymede Road, and on Keele Street for a distance of approximately five hundred feet (500 ft.) north from the intersection of the north limit of Dundas Street;
4. And the Board doth declare that the concrete base, as shown on the said plans, situate under the tracks and extending for a distance of 18 inches outside the line of the rails is included in the term "substructure" as used in the agreement dated the 11th day of November, A.D. 1899, and that the cost of the construction of the same should, under the said agreement, be borne and paid by the Company;
5. And the Board further orders and directs that the Corporation of the City of Toronto do re-lay at its own expense the pavement on the Street Railway portion of the roadways between the rails and for a distance of eighteen inches (18") on the outside of each rail on Dundas Street between Keele Street and the City limits, and on Keele Street for a distance of approximately five hundred feet (500') north from the intersection of the north limit of Dundas Street, less the sum to be fixed by the Board as representing the life of the pavements on these streets, which said sum shall be paid forthwith after such determination by the Company to the City;
6. The Board further orders and directs that the Applicants and the Respondents shall work together under the supervision and direction of the Board's Engineer in carrying out the terms of this Order, and that the change of gauge and rail permitted by this Order, shall be made contemporaneously with the track construction as shown on the said plans filed and with the work to be done by the Respondents under Section 5 hereof, and that in case of difference between the Applicants and Respondents the matter shall be determined by the Board;
7. And this Board doth make no order as to costs save that the Company do pay in law stamps on the Order the sum of \$30.00.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

(City's Application for Interim Injunction).

November 6th, 1916.

ORDER.

Upon the application of the above named, the City of Toronto, dated the 6th day of November, A.D. 1916, and upon hearing Counsel for the said City, no one appearing for the Company, although notified of the said application, and it appearing to the Board that the Company is about to alter the gauge of its railway

upon certain streets and highways of the City of Toronto without having first obtained the permission of this Board.

This Board doth order and declare that the change of the gauge of its railway upon certain streets and highways of the City of Toronto as proposed by the Company is an alteration of the line of its railway as constructed within the meaning and intent of the provisions of the Ontario Railway Act in that behalf.

And this Board doth further order that the Company be enjoined and it is hereby enjoined from proceeding with the change of gauge of its railway upon the streets of the City of Toronto (except with the permission and approval of this Board first had and obtained) until this application is further heard at its Chambers on Wednesday, the 8th day of November instant, at 2.30 o'clock in the afternoon.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

November 11th, 1916

ORDER.

Upon the application of the above named Applicants, in presence of Counsel for the above named Respondents, and upon hearing read the order of the Board made herein on the 14th day of October, 1916, and the other proceedings had and taken herein and upon hearing what was alleged on behalf of the said parties, and the Applicants, by their counsel, undertaking that if the Respondents shall, in the opinion of the Board, have been put to any expense by reason of this order over and above what they would have been put to had the provisions of the said Order of the 14th day of October, 1916, not been varied, the Applicants will forthwith upon the finding of the said amount by the Board, pay the same to the Respondents upon demand:

1. This Board orders and directs that the Applicants be and they are hereby permitted forthwith to change the gauge of their railway within the corporate limits of the Respondents, from the present existing gauge to the standard railway gauge, being four feet eight and one-half inches, and that the said Applicants be permitted to carry out the said work independently of and without reference to the other works referred to in Section 6 of the said Order of the 14th day of October, 1916.

2. And the said Board doth order that the said Applicants do change the gauge on their said railway as aforesaid on or before the 31st day of December, 1916, and do within the said period restore the highways upon which the said change of gauge is made to the same plight and condition as they were before the said work.

3. And this Board further orders and directs that all work done hereunder, including the restoration of the highway or the replacement of the pavements, rendered necessary by the said change of gauge, shall be at the cost and expense of the said Applicants.

4. And the Board further orders and directs that all work directed to be done by this Order be done under the supervision of the Board's Engineer and also under the supervision and to the reasonable satisfaction of the City Engineer of the Respondents, according to the rights of the parties hereto, as defined by two certain agreements, one between the Town of Toronto Junction and the above

named Applicants dated the 11th day of November, 1899, and the other between the Township of York and the said Applicants, dated the 4th day of September, 1899.

5. And this Board doth order and declare that save as aforesaid the said Order of the 14th day of October, 1916, is not affected or varied by this order and that nothing in this Order contained shall prejudice the rights of either party hereto under the said Order or otherwise.

6. And the Board makes no order as to costs except that the Applicants shall pay the sum of \$10.00 for law stamps on this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

November 22nd, 1916.

The Chairman, The Ontario Railway and Municipal Board, Toronto.

SIR,—This morning I went out with Mr. Stewart, of the City Roadway Department, and looked at the work being done by The Toronto Suburban Railway on Dundas Street. We then came back by Davenport Road, where the work on the change of gauge has been completed, from St. Clair Avenue to Bathurst Street, to our satisfaction.

We also passed by the work the Company were doing on the extension along Davenport Road, east of Bathurst Street, which has been stopped. The track has been laid from Bathurst Street to the west side of Kendal Avenue, but the trench remains open, and there is not very much room for vehicular traffic on the roadway. I pointed this out to Mr. Stewart this morning, and he promised to take it up with the civic authorities, so that something could be done to prevent accidents. I also feel it my duty to bring this matter to the attention of your Board, so that means may be taken to avoid any mishap. The trench is about fifteen inches deep and a serious, if not fatal, accident might happen to any person driving into it at night. If this work is to be long-delayed, it is very important that every precaution should be taken to prevent such a mishap.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3861.

Application by City of Windsor, under Section 21 of "The Municipal Act," for annexation thereto of part of the Township of Sandwich West.

June 10th. Petition of J. C. Tupper and others, and Resolution of Municipal Council of Windsor, filed.

July 4th. Hearing, pursuant to Appointment, City Hall, Windsor, 11 a.m. to 12.40 p.m. Board orders vote to be taken early in September. Order to be drafted by Mr. Davis and draft approved by solicitors for the Township and County, or Order settled by Board. Hearing adjourned *sine die*.

Dec. 19th. Draft Order filed.

Dec. 20th. Draft Order returned for amendment.

PROCEDURE FILE 3879.

Application by the Township of Kerns, under Section 13 (1) of "The Ontario Telephone Act," for approval of extension of the Kerns Municipal Telephone System into the Township of Hilliard.

June 16th. Application filed.

July 3rd. Order.

July 3rd, 1916.

ORDER.

Upon the application of the above named Applicant, upon hearing the evidence adduced upon behalf of the Applicant and Respondent, and upon reading the Petition of thirteen resident assessed landowners in the Township of Hilliard, praying that the telephone system of the Applicant be extended into the said Township in accordance with the provisions of Part 2 of "The Ontario Telephone Act,"

The Board orders, pursuant to Section 13 of "The Ontario Telephone Act," that the extension by the Municipal Corporation of the Township of Kerns of the Kerns Municipal Telephone System into the Township of Hilliard, for the purpose of furnishing telephone service to the following persons, that is to say, E. A. Edwards, T. C. Mills, A. E. Davis, H. R. Treadaway, D. McNair, W. E. Kerr, E. A. Chrysler, O. G. Drinkwater, F. S. Raymond, Fred E. Longstaff, M. R. Edwards, C. Washington, and any other residents in the said Township of Hilliard who may desire to be furnished with the telephone service of the Applicant, be and the same is hereby approved.

The Board makes no order for costs, save and except that the Applicant shall pay \$5.00 for the law stamps required upon this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3881.

Application by the Township of Kerns, under Section 13 (2) of "The Ontario Telephone Act," for authority to extend the Kerns Municipal Telephone System into unorganized Townships of Henwood, Cane, Armstrong and Beauchamp.

June 15th. Application filed.

July 3rd. Order.

July 3rd, 1916.

ORDER.

Upon the application of the above named Applicant, upon hearing the evidence adduced on behalf of the Applicant, and upon reading the certified copy of Resolution passed by the Council of the Township of Kerns, dated May 27th, 1916, and certified copies of Petitions signed by certain resident landowners in the Townships of Henwood, Cane, Armstrong and Beauchamp, praying for extension of the telephone system of the Applicant into the said unorganized Townships,

The Board orders, pursuant to the provisions of Subsection 2 of Section 13 of "The Ontario Telephone Act," that the Council of the Municipal Corporation of the Township of Kerns may extend the telephone system of which the Applicant

is the initiating municipality into such parts of the adjacent unorganized Townships of Henwood, Cane, Armstrong and Beauchamp, as may be necessary for the purpose of furnishing telephone service to those residents in the said Townships who may apply to the Applicant for such service,

And the Board further orders that the said unorganized Townships shall, for the purpose set forth herein, be deemed to be annexed to the municipality of the Township of Kerns, and the Council and officers thereof, shall levy and collect all special rates as provided by "The Ontario Telephone Act," and to do all such other Acts, and perform all such duties, and be subject to the same liabilities with respect to such parts of the said Townships, as for the purposes herein they may do, perform, and are subject to, with respect to the Municipality of the Township of Kerns.

The Board makes no order as to costs, save and except that the Applicant shall pay \$5.00 for law stamps required upon this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3887. (P. 266.)

Application by the Toronto and Hamilton Highway Commission, under Section 2, Chap. 16, Ontario Statutes, 1916, for approval of Plan of deviation at the northerly corner of property of A. B. Coleman (and easterly therefrom to Brant Avenue).

June 21st. Plan filed for approval. Appointment for hearing, Friday, 23rd inst., at 2.30 p.m., at Board's Chambers.

June 23rd. Hearing, pursuant to Appointment, 2.30 to 3.35 p.m. Enlarged until Tuesday, June 27th, at 2.30 p.m., pending further consideration of Plan and scheme by Toronto and Hamilton Highway Commission.

June 27th. Hearing continued 2.30 to 3.30 p.m. Revised draft Plan to be completed and approved by A. B. Coleman, and will then be approved by the Board. If Mr. Coleman does not approve, hearing to be resumed July 6th, 11 a.m.

July 8th. Hearing, pursuant to Adjournment, 11 to 11.30 a.m. Revised Plan, approved by A. B. Coleman, submitted by Highway Commission, and after consideration approved by the Board.

July 8th. Revised Plan certified.

PROCEDURE FILE 3902.

Application by the Port Rowan Rural Telephone Co., under Section 32 of "The Ontario Telephone Act," for permission to make an assessment of \$5.00 per telephone subscriber to meet expenses of operation and maintenance for the year 1916.

July 5th. Application filed.

Oct. 5th. Hearing, pursuant to Appointment, 10 a.m., Court House, Simcoe. Judgment reserved.

Dec. 27th. Tariff of tolls approved by the Board.

PROCEDURE FILE 3909.

BETWEEN :

Arthur F. O'Neil,

Applicant,

—and—

The St. Mary's, Kirkton & Exeter Telephone Co.; The United Telephone Co., Ltd.; The East Middlesex Telephone Co. and D. G. MacNeil
(trading as The St. John's Telephone Co.).

Respondents.

Application under Section 33 of "The Ontario Telephone Act," for an Order for interchange of service at five cents per conversation of 3 minutes duration.

July 14th. Application filed.

July 26th. Hearing, in London, pursuant to Appointment. The Board allowed a stay of 30 days for parties to arrange a settlement of matters in question.

Interchange of service between the telephone systems of the Respondents, agreed upon at reduced charges subject to the Bell Telephone Co. of Canada, Ltd., consenting to furnish the necessary switching at London, Lucan and St. Mary's.

PROCEDURE FILE 3913.

Application by J. H. & J. Bradden, (trading as The Bradden Telephone Co., under Section 31 of "The Ontario Telephone Act") for authority to increase charges for telephone service from \$10.00 to \$12.00 per annum.

July 14th. Application filed.

July 25th. Hearing, pursuant to Appointment, at Belleville. Increase in rate allowed.

Aug. 8th. Order.

August 8th, 1916.

ORDER.

Upon the application of the above named Applicants, upon hearing the Applicants in person, and upon reading statements of the Applicants' receipts and disbursements and other material filed.

The Board orders, subject to the conditions prescribed in this Order, that leave be granted to the Applicants to charge the undermentioned tariff charge for telephone service in so far as such charge may be applicable to those subscribers who are resident in any township where such tariff charge is not inconsistent with the terms of any by-law in force in any such township or the terms of any valid agreement between such township and the Applicants:

For Rural Party Line Service \$12.00 per annum.

And the Board further orders that the tariff charge authorized by this Order shall be subject to the terms of any contracts which may exist between the subscribers of the Applicants' system and the Applicants, and shall only take effect upon the expiration of such contracts as they may be terminated from time to time.

And the Board further orders that the Applicants before the First day of December, A.D. 1916 execute such repairs to the poles, wires and other equipment comprising the telephone system operated by them as may be necessary to enable an efficient service to be furnishd at all times to the subscribers to the said system.

And the Board makes no order for costs, save and except that the Applicants shall pay \$10.00 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 3922.

Application by the Town of Cobalt, under Section 31 of "The Ontario Telephone Act," for an Order rescinding the Board's approval of Discount System, in respect of collection of charges for telephone service in the Town of Cobalt, by the Temiskaming Telephone Co., Ltd.

July 24th. Notice of application filed.

Sept. 22nd. Reply filed.

Sept. 28th. Hearing, pursuant to Appointment, 10 a.m., Court House, Haileybury. Application dismissed.

PROCEDURE FILE 3929. (P. 268.)

Application by the Toronto Suburban Railway Company, under Section 87 of "The Ontario Railway Act," for authority to take certain lands (through the east half of Lot No. 2, Con IV, West Township of Chinguacousy, County of Peel) for use of the railway, (property of Mrs. Roush and W. Ward).

Aug. 9th. Application and Plan, Profile and Book of Reference (in triplicate) filed.

Sept. 29th. Hearing, 10.30 to 11.15 a.m. Board directs that amended Application and Affidavit as to service and settlement be filed. Application will then be granted.

Sept. 30th. Amended Application filed applying for approval of Plan, etc. already filed, shewing additional land (within 300 feet of the centre line of the railway as located) to be taken for purposes of more efficient construction, etc. of the railway, the rail level being more than five feet below the adjacent land.

Sept. 30th. Plan, etc., approved and certified.

Sept. 30th. Order issued dispensing with deposit in Registry Office, etc.

September 30th, 1916.

ORDER.

Upon the application of The Toronto Suburban Railway Company for an Order approving of the plan filed herewith for the purpose of acquiring extra land to accommodate slopes and for other purposes, upon hearing the evidence produced on behalf of the Applicant,

1. It is ordered that the said plan be approved and that the registration or deposit of the same in the Registry Office and the publication of notice thereof be dispensed with as provided in Section 79, Subsection 4 of "The Ontario Railway Act."

(Sgd.) D. M. McINTYRE,

(Seal.)

Chairman.

PROCEDURE FILE 3949.

BETWEEN :

Messrs. Jacobs & Bilsky,

Appellants,

—and—

The Corporation of Town of Cobalt,

Respondent.

(Assessment Appeal.)

Aug. 24th. Notice of Appeal filed.

Sept. 27th. Hearing, 11 to 11.45 a.m. Appellants not appearing Appeal dropped. Assessment confirmed.

PROCEDURE FILE 3950.

BETWEEN :

Ellen S. Anderson, *et al*,

Appellants,

—and—

The Corporation of the City of Ottawa,

Respondent.

Petition under Section 9 of "The Local Improvement Act," for relief against the construction of a local improvement work (Sidewalk on south side of Rideau Gate).

Aug. 24th. Petition filed.

Oct. 24th. Hearing, pursuant to Appointment, at Court House, Ottawa, 2.30 to 3.30 p.m. Petition dismissed.

PROCEDURE FILE 3957.

Application by the Corporation of the Township of Enniskillen, in the County of Lambton, under Subsections 9 and 10 of Section 460 of "The Municipal Act," to be relieved from the obligation to rebuild the bridge over Bear Creek, on the Sideroad between Lots 3 and 4, in the Eighth Concession of the said Township.

Aug. 29th. Application and material filed.

Oct. 3rd. Hearing, pursuant to Appointment, 10 a.m. to 1.20 p.m. and 2.30 p.m. to 3.30 p.m. Application dismissed. Township to be allowed to negotiate with Messrs. Gould, McLennan and Stapleton. Board would then give Order effectuating settlement through such negotiations for whatever such Order might be worth. Adjourned to Nov. 3rd, 1916, at Board's Chambers.

Nov. 3rd. Hearing, pursuant to adjournment, 11 a.m. Settlement not having been effected, application dismissed.

PROCEDURE FILE 3958. (P. 269).

Application by The Toronto Suburban Railway Co., for approval of plans, etc., for construction of line of railway on Davenport Road, east of Bathurst Street, City of Toronto.

Sept. 2nd. Application, certified copy of By-law 7644 of City of Toronto and plans, etc., (in triplicate) filed.

Sept. 8th. Hearing pursuant to Appointment. 11 a.m. to 11.50 a.m. Board directs that cross-sections of track and construction be filed and served on City of Toronto. Description of plan to be amended to conform with Application (*re* City Limit). If matter not settled by consent. Hearing to be resumed on 13th inst., at 11 a.m.

Sept. 13th. Hearing continued, 11 a.m. to 1.40 p.m. Railway Company filed its proposed cross section.

Company to have plan and profile approved for line to north side of Bridgman Avenue.

Judgment reserved as to type of construction and details of cross section.

Oct. 12th. Judgment delivered.

Oct. 14th. Engineer's Report filed.

Oct. 21st. Hearing, 10 to 11 a.m. Board directs that Board's Engineer's supplementary Report be approved and that the lighter rail be approved.

Oct. 23rd. Order, dated Oct. 14th, 1916, issued in the form of approved draft filed.

OPINION OF THE BOARD.

This is an application by The Toronto Suburban Railway Company for approval of its plans of a proposed extension of its railway along Davenport Road in the City of Toronto, from its present eastern terminus at or near Bathurst Street easterly to the overhead crossing of The Canadian Pacific Railway. The rights of the company arise under an agreement dated 4th September, 1899, made between the Applicant and the municipal corporation of the Township of York. This agreement may be found as Schedule "B" of Chapter 124 of The Ontario Statutes for the year 1900. It authorizes the company, so far as it is necessary to enumerate for the purposes of this application, to lay down for the purpose of operating its railway tracks, rails, cables, conduits and substructures on the above portion of Davenport Road with the necessary overhead work, culverts, switches, turnouts and sidings.

The area within which the above portion of Davenport Road is situate was subsequently annexed to the City of Toronto, with the consequence that the Respondent succeeded to the rights and obligations of the Township of York. That this is so clearly indicated in the judgment of the Lords of the Judicial Committee of the Privy Council delivered 20th January, 1915, on an appeal in a matter which raised questions respecting the interpretation of the above agreement.

Mr. Royce, notwithstanding this, contended that by reason of Section 258 of "The Ontario Railway Act," the substitution of the City for the Township subrogated the former to the rights of the latter only in respect of "maintenance and repair" of track and roadbed of the railway.

On the 12th day of June, 1916, the Council of the Respondent Corporation passed a by-law, as it had a right to do under paragraph 31 of the agreement, requiring the company to construct and operate a line of railway along Davenport Road east of Bathurst Street to the northern limits of the City of Toronto, as the same existed in the year 1899, and to complete and put in operation the said line of railway on or before 1st January, 1917.

Pursuant to this requisition the company has filed the plans in question for the approval of the Board. These plans, which cover the extension called for by

the requisition of the corporation, consist, as required by paragraph 3 of the agreement, of a location plan, a profile and a cross section of the proposed railway. It was agreed by the parties that the route plan and profile easterly to the north limit of Bridgeman Avenue were unobjectionable and should be approved by the Board, and an Order to that effect will issue. The plans in respect of the proposed track easterly from north limit of Bridgeman Avenue was by agreement left over for consideration at a future time.

The plan of cross section filed is objected to on several grounds by the corporation, and it bases its objection on powers vested in it by paragraph 22 of the agreement. This paragraph reads as follows:

“22. The alignment of the company's track, the location of switches and the grades of the roadbed of its railway shall be prescribed by the township engineer, or such engineer as the township may appoint for the purpose, and all work done under the authority of this agreement shall be done in the most substantial manner and according to the best modern practice under the superintendence and to the satisfaction of the said engineer with a right of appeal to the township council and the company shall pay to the said engineer or engineers such compensation for his services as the township may from time to time certify.”

The plan of cross section shows that the proposed tracks are to be laid in broken stone ballast throughout their entire length, and that the rail to be laid is of a type designated as a 60-pound “T” rail.

The corporation in objecting to this plan raises the following contentions, being advised thereto by its engineer:

(1) That throughout their entire length, and to the full width of the wooden cross ties, the proposed tracks should be laid upon a concrete base 15 inches thick, measured from the bottom of the rail downward according to the standard adopted by the corporation in street railway construction throughout the city;

(2) That a 90-pound girder grooved rail be laid throughout instead of a 60-pound “T” rail, as proposed by the company.

In 1899 at the date of the making of the above agreement the whole of Davenport Road affected by the application, some feet in length, was laid in macadam, and was situate within the Township of York. Subsequently a district including it was annexed to the City of Toronto, and the part of Davenport Road of a length of some 1,300 feet from Huron Street to Kendal Avenue was paved with asphalt block, resting on a substructure of concrete; the remainder of the road continues of macadam as before. The company contends that it is entitled to extend its railway as proposed along Davenport Road with a character of construction throughout of the kind which would have been suitable had Davenport Road continued in macadam as at the date of the agreement. Indeed Mr. Royce, apparently appreciating the unsuitability of a railway laid on broken stone ballast along a paved highway with concrete substructure, went so far in argument as to claim that after the making of the agreement in 1899 the municipality before laying a permanent pavement on this part of Davenport Road should have procured the consent of the company; the contention being that the company had a vested right on this street which the City could not derogate from by making its exercise more onerous as would almost certainly be the case if the company were compellable to conform in the construction of its tracks to the character of the costly pavement now in part laid. In support of this there is cited the judgment of the Privy Council delivered on 20th January, 1915, (not reported), where some provisions

of the above agreement came up for construction. The Board is of the opinion that this judgment does not sanction the position contended for by the company. The facts in that case differed in essential particulars from those in the present case. There the company's tracks had been laid and were in operation for a number of years, and the question was, can the municipality by laying in lieu of an existing macadam roadway a new and costly pavement, increase the burden of the company by reason of its obligation, arising under paragraph 6 of the agreement, to "keep clean and in proper repair" the portion of the travelled road between the rails and for eighteen inches on each side of them. The Judicial Committee answered the question in the negative. In the present case the Company has not up to the present time chosen to exercise its right of laying its tracks and operating its railway on this part of Davenport Road. It now proposes to do so, and it seems to the Board that it must recognize existing conditions and adopt a character of construction which conforms to the now existing roadway. The relevant paragraph 22 of the agreement deals with the initial construction, not the repair of a railway track allowance in being and expressly provides that the work shall be done "in the most substantial manner and according to the best modern practice" under the superintendence and to the satisfaction of the engineer of the municipality. Such a provision can only mean that when the tracks come to be laid the best modern practice must be observed having regard, amongst other things, to the character of the pavement in and upon which they are laid.

The evidence of engineers was given by both parties to the application in support of their respective contentions as to the proper character of track construction, in view of the provisions of Section 22 of the agreement. The Board having adopted the above view as to the interpretation of the agreement instructed its engineer to report upon the technical issues raised. His report, dated the 25th September, 1916, was duly submitted to the Board and forms a part of the proceedings herein. The material part of the Report which the Board adopts for its guidance reads as follows:

"With regard to the new work along that portion of Davenport Road which is macadam, that is from Bathurst Street to Kendal Avenue and from the east side of Huron Street to the north side of Bridgeman Avenue, I would suggest that this track be laid in stone ballast on a well rolled subgrade, the ballast to be at least 6 inches thick under the ties and thoroughly tamped. The rails should be of ordinary tee section weighing at least 70 pounds per yard, and the ties should have at least 6 inches of bearing surface, and be spaced 2 feet centres. The space between the rails and for 18 inches outside each outer rail should be filled up from the ballast level with the tops of the rails with macadam. In the event of any portion of this section being paved in the future, then it would be advisable to take this ballasted track up and replace it with deep rails and a standard concrete base and pave between the rails.

"For that portion of Davenport Road between Kendal Avenue and the west side of Huron Street, which is now paved with asphalt block, I would advise the use of the City's standard concrete base 15 inches thick to the top of the ties, and a block paving between the rails. I see no reason why the deep 7-inch tee rail 90 lbs. to the yard should not be used here, as it would conform with the ordinary tee rail construction on each side. The City may raise some objection to this rail on account of the wedged block that is required next the inside of it to allow the wheel flange to clear, but Wilton Avenue is an example of this construction laid

in 1911, and seems to wear very well under heavy traffic conditions. Huron Street is asphalt extending across Davenport Road; this would have block paving between the rails and toothing blocks outside them.

"Regarding the term 'best modern construction' used frequently in by-laws and agreements dealing with street railway work, there is considerable difference of opinion. Many cities in the States are abandoning the rigid concrete base for ballast well tamped under the ties for the track allowance, the roadway portion of the street being laid on a concrete base and paved. The claim made for this construction is that it reduces shock and vibration, and that if heavy rail sections are used the track will stand up level with the street paving and not sink. It is also claimed that a concrete base will crack along the ends of the ties and will eventually sink, and then the rails have to be shimmed up to make them level. I am rather inclined to this view myself, for the reason that a slab being a continuous beam is supported by the hard portions of the subgrade and carries the track over the softer portions. It is impossible, of course, to say where the supports will occur so that the thickness of the slab is purely a matter of guesswork. On the other hand many engineers still use the concrete base on paved streets, and as it is still the standard here, I am not prepared to advise a departure from it as I consider it is largely a matter of local condition. One thing is certain, however, that to get a good track with either construction, a heavy deep rail is most important. I understand that Buffalo, Boston, Brooklyn and Chicago are now using the ballast foundation, and have abandoned the concrete slab, or at any rate partly.

"I am not inclined to advise the use of a concrete slab for the track allowance on the macadam portion of Davenport Road, for the reason that vehicular traffic will wear out the macadam surface adjoining the slab, causing ruts and injuring the paving alongside, thereby causing pockets for water to accumulate in during wet weather. Furthermore, there is danger of the water getting in under the slab and freezing and consequently damaging the concrete. Besides, this it is difficult to make a good joint between the existing slab and the one which would have to be put in when the street is paved. For these reasons I have already suggested that the track be laid on ties and ballast until such times as the street is to be paved."

It was urged by the City that, in anticipation of the part of Davenport Road now laid in macadam being paved at some future time, the standard of track construction recommended by the Report of the Board's engineer for the paved portion should be adopted for the macadamized portion as well. In view of the interpretation of the agreement above adopted by the Board this contention cannot be conceded whether the anticipated pavement is to be laid next summer or ten years hence. It is significant also that the City's engineer in testifying admitted as reported on page 31 of the notes of evidence that railway tracks when laid on a macadam road in other cities would be laid on ballast "if the macadam road was not to be improved with a pavement of a permanent type."

If a new plan of cross section conforming to terms of the Report of the Board's engineer above set out is filed with the Board, it, with the location plan and profile now on file will be approved by the Board.

There will be no costs to either party on this application, but the Applicant will pay in law stamps upon the Order \$20.00.

(Sgd.) D. M. McINTYRE,

Chairman.

Dated at Toronto, the Twelfth Day of October, A.D. 1916.

SIR,—Yesterday afternoon, Mr. Hazen, of the Toronto Suburban Railway Company, called at my office and asked me if there would be any objection to his Company using a 7 inch deep “T” rail weighing 70 lbs. per yard, instead of 90 lbs. per yard, as suggested by my Report to your Board, on the extension of their line along Davenport Road easterly from Bathurst Street on the paved portions of the street. I told him that owing to the difficulty of getting delivery from the mill, if the rails were 7 inches deep, I would personally have no objection to the difference in weight. I understood him to say that Mr. Royce had seen you on this matter, and that it was left for me to decide. Mr. Hazen further told me his Company was going to use the same section of rail on the macadam portion of Davenport Road, to which, of course, I would not object because of the great difficulty of securing rails at the present time, and the impossibility of waiting for delivery if they were to comply with the City’s request to complete the extension within the period necessary to retain their franchise. I believe they have all the rails required in their yards, ready to lay the track on this extension. Knowing the difficulty of getting rails and the great uncertainty of delivery, I did not feel myself justified in demanding the 90 lb. section, as mentioned in my report, and under the circumstances, would recommend your Board to permit the use of the 7 inch deep “T” section, 70 lbs. per yard. I may add that I have seen these rails in the Company’s yards at West Toronto, and submit a tracing of the section which I took from the end of one of the rails. This section is the same weight as used on the Wilton Avenue line in the City, and I consider it quite good enough for the Davenport line. The Company has some laid on Keele Street from the C.P.R. crossing north.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

October 14th, 1916.

ORDER.

Upon the application of the above named Applicants for the approval of its plan, profile and cross sections of a line of railway along Davenport Road in the City of Toronto from its present eastern terminus at or near Bathurst Street easterly to the overhead crossing of the Canadian Pacific Railway and for authority of the Board to construct the said railway, upon reading By-law Number 7644 of the Corporation of the City of Toronto, passed on the 12th day of June, 1916, and upon hearing Counsel for the Applicants and Respondents and the Engineers for the Applicants and Respondents, and the Engineers of the Railway Board having inspected and reported upon the said location, and it being agreed by the parties that the location, plan and profile easterly to the north limit of Bridgeman Avenue, as shown on the said plans should be approved by the Board, and that the approval of said plans, profiles and cross sections, south of the said north limit of Bridgeman Avenue do stand for further consideration without prejudice to the rights of the Company.

1. The Board orders and directs—that the plans and profiles of the said proposed line of railway along Davenport Road in the City of Toronto from its present eastern terminus at or near Bathurst Street easterly to the north limit of Bridgeman Avenue as filed with the Board (P.F. 3958) (P. 269) be and the same

are hereby approved and the Applicants are authorized to construct the said line of railway as shown on the said plans to the north side of Bridgeman Avenue.

2. The Board further orders and directs—that in carrying out the construction of the said line of railway the Company shall with regard to the new work along that portion of Davenport Road, which is macadam, that is from Bathurst Street to Kendal Avenue and from the east side of Huron Street to the north side of Bridgeman Avenue, lay the track in stone ballast on a well rolled subgrade, the ballast to be at least 6 inches thick under the ties and thoroughly tamped, and the ties should have at least 6 inches of bearing surface, and be spaced 2 feet centres. The space between the rails and for 18 inches outside each outer rail should be filled up from the ballast level with the tops of the rails with macadam.

For that portion of Davenport Road between Kendal Avenue and the west side of Huron Street which is now paved with asphalt block, the City's standard construction shall be adopted, that is to say, concrete base 15 inches thick to the top of the ties and a block paving between the rails, all as recommended by the Report of the Board's Engineer, dated the 25th day of September, 1916, and the supplementary report of the Board's Engineer, dated the 14th day of October, 1916, and that the track shall be laid throughout from Bathurst Street to the said north limit of Bridgeman Avenue, with 70 lb. 7 inch girder T rail as recommended in the said supplementary report of the Board's Engineer.

3. The Board further orders and directs that the cross section plans filed by the Company upon the hearing herein shewing the types of construction above ordered, be and the same are hereby approved by the Board.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 3960.

Application by The Home Telephone Co., Ltd., under section 31 of "The Ontario Telephone Act," for authority to increase its charges for telephone service.

Sept. 5th. Application and material filed.

Sept. 29th. Hearing, pursuant to appointment, 11 a.m., at the Board's Chambers. Judgment reserved.

Dec. 21st. Action deferred by the Board at the request of the York & Ontario Independent Telephone Union, to March 31st, 1917.

NOTE.—Similar proceedings were taken in the matter of the applications under section 31 of "The Ontario Telephone Act," of The Bethesda & Stouffville Telephone Company, Ltd., (P. F. 3961); The Mount Albert Telephone Co., Ltd., (P. F. 3962); The Uxbridge & Scott Telephone Co., Ltd., (P. F. 3963); The King Telephone Co., Ltd., (P. F. 3964); The Scarborough Telephone Co., Ltd., (P. F. 3966), and The Canadian Independent Telephone Co., of East Toronto, (P. F. 3967), for authority to increase their charges for telephone service.

PROCEDURE FILE 3970.

BETWEEN:

The Standard Chemical, Iron & Lumber Co., of Canada, Ltd.,

Appellant,

—and—

The United Townships of Laxton, Digby and Longford,

Respondents.

(Assessment Appeal, \$40,000.)

Sept. 9th. Notice of appeal filed.

Nov. 7th. Hearing, pursuant to appointment, at Court House, Lindsay, 10.30 a.m. to 12.45 p.m. Judgment reserved.

Nov. 21st. Judgment delivered. Appeal allowed in part and directions given for amendment of Assessment Roll.

Dec. 1st. Order, in form of approved draft filed, issued.

OPINION OF THE BOARD.

This is an appeal by The Standard Chemical Iron and Lumber Company of Canada, Limited, from the decision of the learned County Judge of the County of Victoria upon an appeal by it from the decision of the Court of Revision of the United Townships of Laxton, Digby and Longford confirming the assessment of certain lands of the Company in the Township of Longford. It appears that the Appellant is the owner of the entire Township which has never been opened for settlement, and upon which the Company has for some five years carried on lumbering operations on a somewhat extensive scale—25,000,000 feet of lumber having been taken off besides large quantities of hardwood. In the year 1913 a fire swept over the Township which killed, thereby impairing in value, where it did not totally destroy, the timber and wood then growing upon it. The lands assessed, and in respect of which this appeal is taken, comprise the entire Township of Longford, having an area of some 38,800 acres; they were assessed for \$40,000—being \$39,400 for lands without buildings and \$600 for buildings. This assessment was confirmed by the Court of Revision, but was reduced to an aggregate of \$38,000 on appeal to the County Judge—the assessment of the buildings being left undisturbed.

The Assessment Roll, as returned by the assessor, shows an assessment for lands without buildings of \$39,400 and this assessment agrees with the equalized assessment for County purposes. The testimony of Mr. Alfred Varcoe, one of the valuers appointed by the County Council for the purpose of valuing the real property within the County as the basis of equalization, who was called as a witness by the Respondents, discloses how he and his fellow valuers reached their conclusions. They estimated the quantity of timber and hardwood on the land to be respectively 6,000,000 feet and 24,000 cords, and placed a value of fifty cents per thousand feet upon the former and of fifty cents per cord upon the latter; this gives a value of \$3,000 for the timber and \$6,000 for the hardwood, a total of \$9,000. The land was in the words of Mr. Varcoe averaged by him

and his fellow valuers at 80 cents per acre, which for an assumed acreage of 38,000 acres gives a total valuation of \$30,400, adding to this \$9,000, the value of the timber and the hardwood and \$600 for the buildings, gives the total value of \$40,000 as fixed by the assessor.

The Board in the light of all the evidence offered approves the above valuation of the timber and wood.

The real controversy between the parties is as to the value of the lands, and as to this the testimony offered on either side was conflicting and entirely irreconcilable. Officials of the Appellant Company and Mr. Christie and Mr. Macpherson—the two latter being Crown Timber Agents in Northern Ontario for many years and familiar with this district and timber and land values—assert that the land has no value commercially. While Mr. Christie stated that the land in this Township would not be opened by the Government for location owing to its unfitness for agricultural purposes. On the other hand, Mr. Varcoe, the County valuator above referred to, averaged the whole Township at 80 cents per acre; Mr. Staples, a rancher, classified the Township into lands fit for cultivation which he valued at \$2 per acre, and they comprised one-third of the whole, another one-third as lands fit for ranching which he placed at \$1 per acre, and the remaining one-third which he characterized as “useless,” and yet with a lack of candor or consistency which betrays his bias against the Appellants, placed a value upon it of 50 cents per acre, thus in the judgment of the Board measurably discrediting his evidence. Mr. Kenneth Macdonald followed Mr. Staples’ classification and valuation of the lands except that he described as “poor ranch land” the least valuable one-third, though he too valued it at 50 cents per acre. Mr. Anderson, a farmer and rancher, and Mr. Heabner, the Reeve of the Township of Rama, were called as witnesses by the Appellants and the former thought that not a third of the land in Longford was fit for ranching, while the latter estimated that only a quarter was suitable for that purpose.

In this contrariety of testimony certain facts were either admitted or established by satisfactory proofs and they seem to afford the Board reliable grounds of inference for determining this issue.

1. In the Township of Longford there are only from 2,000 to 3,000 acres situate along the streams which are fit for cultivation: the remainder being properly classified as either useless or fit only for ranching.

(2) In the Townships which are contiguous to the Township of Longford, and which have been open to settlement for years, there are zones of unsettled land adjacent to the latter Township, varying in width from two to five miles; for instance, in the Township of Digby on the south there are no settlers nearer than five miles; in the Township of Anson on the east there are no settlers nearer than five miles; on the west in the Township of Ryde there are no settlers nearer than from two to five miles; in the south-east part of the Township of Draper which corners upon the Township of Longford in the north-west there is only one settler back to the 5th Concession; only in the Township of Oakley adjoining the Township of Longford on the north is there to be found a group of settlers contiguous to the latter Township, and this group numbers only five. The Board can only conclude from these facts that this zone of land in the Townships contiguous to the Township of Longford is unsettled because it is not worth settling. The Board further is warranted in inferring that the area of worthless land does not stop at the arbitrary lines drawn by the surveyor to mark the limits of the Township of Longford, but that the land in this Township partakes of the

character of the lands adjoining its borders. These inferences are abundantly supported by the testimony of witnesses called by the Respondents. While it was generally conceded that only from 2,000 to 3,000 acres were arable, Mr. Varcoe admitted that only about one-half of the land in the Township is suitable for ranching, and he suggested no use to which the other half could be put. Mr. Staples as above stated, classified one-third of the land in the Township as "useless."

(3) It was shown that ranching land in the district was rented at from three-quarters of a cent per acre to five cents per acre. In one case a rental of two cents per acre was stated to be based on a return of 6 per cent. on a valuation of 30 cents per acre.

(4) It was further shown that to make lands available for ranching purposes it is requisite that they should be burned over, seeded down and fenced—of these requisites the lands in question possessed only the qualification that they had been burned over.

(5) It further appeared that in the Township of Digby only 2,200 acres of the 29,500 acres situate in Concessions 6 to 13 contiguous to the Township of Longford are assessable and they are assessed at a valuation of \$750 or an average per acre of 34 cents, while the southerly settled and improved part of the Township, being Concessions 1 to 5, and comprising some 8,000 acres, is assessed on a valuation of \$17,000, or an average of \$2.13 per acre.

Upon this evidence the Board finds:—

(a) That aside from some 2,000 or 3,000 acres no land in the Township of Longford is suitable for cultivation;

(b) That of the remaining lands only one-half or thereabouts has any value apart from the timber and hardwood, and the value of that half depends on its suitability for ranching;

(c) That a liberal assessment of the lands in the Township on the basis of its value, apart from the timber, hardwood and buildings, would be 80 cents per acre for 19,400 acres.

Upon these findings the Board would allow the appeal in part and direct that the Assessment Roll be amended so as to read as follows:—

Lands without buildings	\$24,520 00
Buildings	600 00

Total assessment	\$25,120 00
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There will be no costs as between the parties, but as success is divided each party should pay \$7.50 in law stamps.

(Sgd.) D. M. McINTYRE,

Chairman.

Dated at Toronto this 21st Day of November, A.D. 1916.

November 21st, 1916.

ORDER.

This appeal having come before the Board for Hearing pursuant to Appointment, on Tuesday, the Seventh day of November, A.D. 1916, in the presence of Counsel for both parties, and upon hearing what was alleged by Counsel and the evidence adduced, and decision having been reserved until this day,

The Board doth hereby order that the assessment of the Township of Longford, being all the lands of the Appellants in the said United Townships of Laxton, Digby and Longford, be and the same is hereby reduced, and that the said lands be assessed for the year 1916 in the manner following:—

Lands	\$24,520 00
Buildings	600 00
<hr/>	
Total assessment	\$25,120 00

And it is further ordered that the Assessment Rolls of the United Townships of Laxton, Digby and Longford be amended accordingly.

And the Board makes no order as to costs except that the Appellants and Respondents shall each pay the sum of \$7.50 for law stamps on this Order.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 3973. (P. 270.)

In the matter of the application by the Town of Aurora, under section 131 of "The Ontario Railway Act," for approval of proposed interswitching spur between the Grand Trunk Railway and the Toronto & York Radial Railway at Lot 76, Con. I, Whitchurch.

Sept. 13th. Application and blue print filed.

Sept. 25th. Engineer's Report filed.

Oct. 6th. Hearing, 10.30 a.m. to 1 p.m. (by Joint Board), pursuant to Appointment. Application granted on terms. The Board's engineers to approve of switch as regards safety of same and the Municipality to pay all costs.

Nov. 7th. Judgment of Joint Board issued.

Nov. 20th. Order.

September 25th, 1916.

SIR,—On Friday last, accompanied by Mr. Wilson of the Metropolitan Railway, I went to look at the ground where it is proposed to put in a spur from the North Bay Division of the Grand Trunk Railway to connect with the Metropolitan at Lot 76, Concession I, in the Township of Whitchurch, situated on Yonge Street about one mile south from the Town of Aurora.

I understand the object of this spur is to transfer freight from the Grand Trunk Railway to the Metropolitan for the Baldwin Flour Mills in Aurora about half a mile south of Yonge Street. The Metropolitan have a spur already built on Wellington Street to a factory within 300 feet of the flour mills so that it would require 300 feet of track to complete the siding in addition to the spur on Yonge Street connecting the two railways as shown on the plan prepared by James, London & Hertzberg. Referring to this plan it will be seen that the Metropolitan crosses the Grand Trunk on an overhead bridge with descending grades on each side to Yonge Street. If this siding is put in it would be well to keep it within the limits of lot 76 as far as possible and not encroach on Yonge Street. This lot is owned, I believe, by the Metropolitan. There would be no difficulty in building this spur as there is very little grading to do and

it is only a matter of track laying. The curve should be of sufficient radius to permit freight cars coupled together going easily around it.

I am informed by Mr. Wilson that his Company have a plan for a spur from the present Grand Trunk Siding at their Aurora Station about one mile further north to serve various other factories nearby and this could be extended down Wellington Street to the Branch off Yonge Street above mentioned. This would, I believe, mean building about one mile of single track line. Mr. Wilson is having a plan prepared showing both schemes which will be submitted to your Board as soon as it can be made.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

(JUDGMENT.)

Heard at a sittings of the Joint Board, composed of members of the Board of Railway Commissioners for Canada and the Ontario Railway and Municipal Board, at Toronto, October 6th, 1916.

THE CHAIRMAN:—

As intimated at the hearing of this application the Joint Board was favourably impressed with its merits and came to the conclusion that interchange should be ordered.

As the Joint Board had not inspected the location where the applicants desired interchange tracks should be installed and had no report of any official with regard to the safety or feasibility of interchange at the point applied for, the question of the location of the interchange tracks was reserved.

We have now had the benefit of an examination on the ground and reports from the officials of both Boards, (copies of which are attached) from which it will be seen that the officials unanimously agree in disapproving of the suggestion of the applicants that interchange tracks should be put in on the right of way of the Grand Trunk Main Line just west of Yonge Street, and recommending that the interchange be made in the Grand Trunk yards with a connecting track, as shown on the line marked "Estimate No. 1" on the plans submitted by the Applicants. The reports of the officials are approved and adopted and an Order may go accordingly.

As stated at the hearing, no cost of the interchange should be placed upon either the Grand Trunk Railway Company, or the Toronto & York Radial Company.

Ottawa, October 20th, 1916.

I concur,

(Sgd.) A. S. G.

(Sgd.) S. J. McL.

(Sgd.) D'Arcy Scott,

A. B. I.

H. N. K.

SIR,—I am in receipt of the joint report of Messrs. Mountain and Spencer, of the Board of Railway Commissioners for Canada, on the switching interchange at Aurora, forwarded to me by your Board yesterday, and have given it my careful consideration. As requested in Mr. Scott's letter attached to this report, I now submit my opinion.

(1) The Applicant's plan as originally shown to your Board connecting with the G. T. R. at or near the overhead bridge of the Metropolitan electric line, gives curves of six degrees and eight degrees, which should have been thirty degrees twenty minutes, or 191 ft. radius, and would therefore be too sharp for handling railway freight cars coupled together.

(2) The amended plan, of which I believe your Board has no copy, shows a transfer track off the Grand Trunk main line on the west side of Yonge Street, and crosses it to connect with the Metropolitan. This would mean facing switches on the Grand Trunk main line, where there is a descending gradient of one per cent.

To overcome this objection, the Applicants propose to extend the transfer track parallel with the main line further west, and put in a cross-over, giving a trailing switch from it. This plan would mean a second track across Yonge Street, and along the east side of it to connect with the Metropolitan. In other words, I mean there would be a Grand Trunk main line and the new transfer track crossing over Yonge Street, which, having a heavy traffic over it, I agree with the officials of the Dominion Commission that it would be an objection.

(3) The alternative scheme suggested to place the switch on the Grand Trunk main line east of the Metropolitan overhead bridge would bring the switch very close to a curve on the main line, and would not be a satisfactory location. The Applicants did not favour this connection as it would mean purchase of more land.

(4) The next scheme suggested was the one shown on the plan of the Town of Aurora, which gives the Metropolitan track extensions necessary to connect with the Baldwin Flour Mill and the Tannery. This scheme would mean the building of a single track from the Grand Trunk siding at Aurora Station, just opposite the four factories shown on the plan, thence in a southerly direction along the street parallel with the Grand Trunk main line, and westerly along a lane to Yonge Street to connect there with the Metropolitan Electric Railway. This scheme is marked Estimate No. 1 on the plan in question.

The advantage of this scheme is that it will serve four additional factories which the others would not, and that it will connect with a Grand Trunk siding already built, thus avoiding breaking the main line again and the nuisance of a second crossing on Yonge Street. It also admits of the connections with the flour mill and the tannery to the west of the Town. The Applicants roughly estimated the cost at about double of that for the Yonge Street connection.

In conclusion, I am of opinion that this is the best solution of the difficulty, and I fully agree on this point with the report of Messrs. Mountain and Spencer.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

MEMORANDUM FOR SECRETARY: JOINT BOARD.

As directed by the Assistant Chief Commissioner at the Toronto sittings, October 6th, we made an inspection on the ground in company with Mr. Wilson, General Manager of the Metropolitan Electric Line; Mr. Middlemist, Engineer for the Ontario Board; Mr. Hewson, Engineer representing the G. T. R. Co.; and Mr. Proctor, Engineer representing the Town of Aurora.

The proposed connection with the Grand Trunk Railway is on its main line, Toronto to Allandale. Where this line crosses Yonge Street there is a descending grade of one per cent. to the north, which begins a considerable distance south of Yonge Street. While the track is tangent and provides a good view, the G. T. R. people object to the main line being broken on account of the heavy traffic and the danger created from a facing point switch where the speed is high.

This scheme also includes a second track over Yonge Street which is a very busy highway with a great deal of automobile traffic. The crossing, you will observe, is at present protected by a signal bell, and the G. T. R. point out that cars would have to stand on this transfer track so close to Yonge Street as to obscure the view to vehicles or pedestrians approaching the G. T. R. from the north-west.

In order to obviate the necessity of cars having to stand so close to Yonge Street as to be a menace, and at the same time overcome the objection to the facing point switch mentioned, this transfer track could be extended, and a cross-over put in which would provide a trailing point movement for a train descending the grade, and cars could be placed far enough away from Yonge Street so that the view would be satisfactory.

This latter arrangement would, of course, increase the expense somewhat over the first proposed. It would also necessitate a little more switching across Yonge Street than if there were but one switch at the end of the transfer track. The Electric Company owns the land required for this track except where it would be on G. T. R. right-of-way.

An alternative scheme was suggested at the discussion, namely: to take the interchange connection off the electric line a little further north and connect with the G. T. R. on the east side of the overhead bridge. This was not favoured by the G. T. R. because of the switch being close to a curve, thus affecting the view of the switch; nor by the Applicant as it would involve the purchase of land.

In addition to the above we inspected the proposition to make the interchange connection at the G. T. R. yard, using the farm lane, with the proposed line shown in red and marked estimate No. 1 on the second plan. This is more expensive, but would reduce the distance cars would have to be interchanged between the G. T. R. and the industries; Fleury's, Baldwins, Tannery, etc., and would have the benefit of connecting with the G. T. R. siding in the station yard as against cutting the main line at Yonge Street crossing. It would also put the radial line in close proximity with five small industries located near the G. T. R. station yard, and would give an opportunity for these industries to have the electric line service, if desired.

This scheme would cost more—roughly estimated at double the amount of the connection at Yonge Street.

It appears to us that if the connection were made at the station, the industries of the Town of Aurora would be much better served than if it were made at Yonge Street, and we would recommend that this scheme be adopted.

(Sgd.) GEORGE MOUNTAIN,
Chief Engineer.

(Sgd.) G. H. SPENCER,
Chief Operating Officer.

ORDER.

November 3rd, 1916.

Upon hearing the application at the sittings of the Board held in Toronto, October 6th, 1916, in the presence of Counsel for and representatives of the Applicant, the Grand Trunk and the Toronto & York Radial Railway Companies, the Canadian Manufacturers Association, the City of Toronto, and Thomas Urquhart appearing in person, and what was alleged at the hearing; and upon the reports of the Chief Engineer and the Chief Operating Officer of the Dominion Board and an Engineer of the Ontario Railway and Municipal Board:—

It is ordered that the Applicant be, and it is hereby authorized, at its own expense, to construct an interchange track between the Grand Trunk and the Toronto & York Radial Railways at Aurora, in the Province of Ontario in the Grand Trunk yards, with a connecting track as shown on the line marked "Estimate No. 1" on the plan filed by the applicant, on file with the Board under file No. 6713124.

(Sgd.) D'ARCY SCOTT,

*Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.
Chairman of Joint Board.*

PROCEDURE FILE 3979.

Application by the Tilbury Telephone Co., Ltd., under section 31 of "The Ontario Telephone Act," for authority to increase charge for rural party line service from \$12.00 to \$15.00 per annum.

Sept. 15th. Application filed.

Dec. 2nd. Order.

December 2nd, 1916.

ORDER.

Upon the application of the above named Applicant, upon hearing the evidence adduced on behalf of the Applicant and upon hearing Counsel for the Applicant,

The Board orders, subject to the several conditions prescribed in this order, that the application of the above named Applicant be and the same is hereby approved in so far as the increased tariff charge of \$15.00 per annum may be applicable to those subscribers who are resident in any township where such tariff charge is not inconsistent with any by-law in force in any such township or with the terms of any valid agreement between any such township and the Applicant.

And the Board further orders:—

(1) That the tariff charge of \$15.00 per annum shall only apply to those subscribers of the telephone system of the Applicant whose lines terminate at points where the Applicant is furnishing a continuous service, day and night, Sundays and holidays.

(2) That in all cases where the said tariff charge of \$15.00 is made for rural telephone service the number of subscribers' stations operated upon one and the same party line circuit shall not, without the consent of this Board, exceed fifteen.

(3) That, for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall on December 31st, 1917, and each year thereafter set aside out of its earnings a sum equal to not less than five per cent. of the total value of the plant and equipment used in the Applicant's business on December 31st in each such year. The fund so provided shall be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be placed on deposit in a chartered bank, as a separate account, or may be temporarily used in the purchase of such securities as the Board may approve of until the exigencies of the Applicant's business renders necessary the application, as aforesaid, of such fund or any portion thereof.

(4) That the Applicant shall on or before the fifteenth day of January in each year, furnish the Board with a report setting forth: (a) The total amount standing at the credit of the fund referred to in Clause 3 hereof on the 31st day of December in the preceding year; (b) The amount of such fund which has been temporarily used in the purchase of securities; (c) The names and values of the securities so purchased, together with (d) A certified statement from the bank in which the fund is deposited, showing the amount standing at the credit of such fund on the last named date.

(5) That the Applicant shall keep in such form as the Board may approve separate records of all expenditures upon the construction, operation, maintenance and renewal of its plant and equipment, and shall furnish such information in regard thereto as the Board may deem necessary in order to satisfy the Board that the provisions of the two next preceding clauses are being carried out.

(6) That the increased tariff charge of \$15.00 per annum authorized by this Board shall be subject to the terms of any contracts which may exist between the subscribers of the Applicant's system and the Applicant, and shall only take effect upon the expiration of such contracts as they may be terminated from time to time, provided, however, that the Applicant shall not be required to furnish a continuous service to those of its subscribers who fail to sign a new contract agreeing to pay the said tariff of \$15.00 per annum.

And the Board makes no order for costs, save and except that the Applicant shall pay \$10.00 for the law stamps required for this order.

(Sgd.) A. B. INGRAM,

(Seal.)

Vice-Chairman.

PROCEDURE FILE 3980.

BETWEEN:

James Slater, *et al*,

Applicants,

—and—

The Metcalfe Rural Telephone Co., Ltd.,

Respondent.

(Petition for Order directing terms and conditions for furnishing service to Applicants under section 36 of "The Ontario Telephone Act.")

Sept. 15th. Petition filed.

Oct. 24th. Hearing, pursuant to appointment, 10 a.m., Court House, Ottawa. Territory to be canvassed by Nov. 28th, 1916, and Report regarding same filed with the Board.

Dec. 19th. Conference at Ottawa, 2 p.m. Agreement made between Bell Telephone Co. and Metcalfe Rural Telephone Co and Petitioners, regarding service.

PROCEDURE FILE 3982.

BETWEEN :

The Corporation of the Township of Louth,

Applicant,

—and—

The Corporation of the Township of Pelham,

Respondent.

(*Re* Deviation County Boundary Line Road, section 469 of "The Municipal Act.")

Sept. 16th. Application filed.

Oct. 13th. Reply filed.

Nov. 9th. Hearing, pursuant to Appointment, Court House, St. Catharines, 10.30 a.m. to 1 p.m., and 2.30 to 3.55 p.m. Judgment: Road declared deviation—Township of Pelham to pay one-fifth maintenance for past six (6) years and one-fifth of future maintenance. Balance to be borne and paid by the Township of Louth (law stamp divided equally).

PROCEDURE FILE 3983.

Application, under section 17 (1) of "The Ontario Telephone Act," for an order fixing the price to be offered by the Municipal Corporation of the Township of Kerns for the telephone system of the Pioneer Rural Telephone Co., Ltd.

Sept. 16th. Application filed.

Oct. 16th. Order.

ORDER.

October 16th, 1916.

Whereas the Municipal Corporation of the Township of Kerns, in the District of Temiskaming, proposes to erect poles, cables or wires upon or along certain highways in the said Township upon or along which are at present located the poles and wires of The Pioneer Rural Telephone Company, Limited;

And whereas the Applicant and The Pioneer Rural Telephone Company, Limited, have been unable to agree as to the price to be paid for the purchase of the said telephone system;

And whereas the Applicant has applied to this Board to fix a price to be offered by the Municipal Corporation of the Township of Kerns for the purchase of the plant and equipment comprising the said telephone system;

And whereas the Board did instruct its Electrical and Telephone Expert to investigate and make a report as to the value of the said plant and equipment;

Upon reading the report of the Board's Electrical and Telephone Expert, and other material on file,

The Board, in the exercise of the powers vested in it by "The Ontario Telephone Act," hereby fixes the price to be offered by the Municipal Corporation of the Township of Kerns for the purchase of the plant and equipment comprising the telephone system now owned and operated by The Pioneer Rural Telephone Company, Limited, and located within the said township, at the sum of Three Thousand Three Hundred and Three Dollars and Forty-nine Cents (\$3,303.49), and directs that the said Municipal Corporation of the Township of Kerns shall offer to purchase the said plant and equipment at the price so fixed.

The Board makes no order as to costs, save and except that the Applicant and The Pioneer Rural Telephone Company, Limited, shall each pay \$5.00 to cover the cost of the law stamps required for this Order.

(Seal.)

(Sgd.) D. M. McINTYRE,

Chairman.

PROCEDURE FILE 3991. (P. 271.)

(See P.F. 3306. P. 235).

Toronto Railway Company

vs.

Toronto.

(For approval of Plans of overhead structure through C.P.R. Subway
North Yonge Street.

Sept. 20th. Application and material filed.

Sept. 22nd. Hearing, 11.30 a.m. to 12.10 p.m. Board approved Company's plan filed shewing wires not attached to Subway, assuming that Board has jurisdiction. Board will make Order, Company to assume responsibility as to Board's jurisdiction.

Sept. 22nd. Order.

September 22nd, 1916.

ORDER.

Upon the application of the above named Applicant in the presence of the Applicant and Respondent, upon hearing read the Notice of Application, the correspondence passing between the Applicant and the Respondent, upon reading the plans filed by the Applicant, and upon hearing Counsel for the Applicant and Respondent, and it being understood that this Order is issued by the Board subject to all question as to its jurisdiction in regard to that portion of the Applicant's line situate in the subway under the Canadian Pacific Railway,

1. The Board orders that plan Numbers 3269-B and 3270-B, as filed with the Board on this application, covering the proposed location of the Applicant's wires and overhead structure and standards or poles for the support thereof in connection with the extension of the Applicant's line from its present terminus on Yonge Street, south of the Canadian Pacific Railway tracks, to Farnham Avenue, in the City of Toronto, be taken as approved.

(Sgd.) A. B. INGRAM,

(Seal.)

Vice-Chairman.

PROCEDURE FILE 3992. (P. 272.)

See P.F. 4107.

Application by the Sudbury-Copper Cliff Suburban Electric Railway Co., for approval of plan, etc., of extension on Durham Street and Notre Dame Avenue, (Frood Mine Route), Sudbury.

Sept. 20th. Plan and profile filed for approval.

Sept. 20th. Engineer's Report filed.

Sept. 20th. Board directs consent of Municipality to be filed when plan will be approved.

Dec. 19th. Consent of Municipality filed.

Dec. 20th. Plan approved and certified.

SIR,—I have examined the plan and profile of the Sudbury-Copper Cliff Suburban Electric Railway, showing the proposed extension of their line from Elm Street along Durham and Notre Dame Streets to St. George Street, in the town of Sudbury. This plan is satisfactory to me, and if the Municipality have no objection to the line being built, I see no reason why your Board should not approve of same. The bridge shown on Durham Street has already been approved by your Board.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

PROCEDURE FILE 3999.

BETWEEN:

Miss Minnie Whyte,

Appellant,

—and—

The Corporation of the Township of James,

Respondent.

(Assessment Appeal.)

Sept. 23rd. Notice of Appeal filed.

Oct. 27th. Hearing, pursuant to Appointment, 11 a.m. to 12.30 p.m. Adjourned to Thursday, Nov. 16th, at 3.15 p.m., at Council Chamber, Elk Lake.

Nov. 16. Hearing, pursuant to Adjournment, Club Room, Elk Lake, 3.15 to 6 p.m. Judgment reserved. Township Clerk to furnish the Board with statements as to population, and as to the relative frontage of the lots owned by the Appellant and Dr. Hensall, respectively.

PROCEDURE FILE 4004.

Application by the Village of Iroquois, under Subsection 3 of Section 400 of "The Municipal Act," for approval of its By-law No. 402, (\$3,500 for new generator, exciter and switchboard, etc., in connection with Electrical System).

Oct. 2nd. Application and material filed.

Oct. 6th. Hearing, pursuant to Appointment, 11.30 a.m. to 12.30 p.m. Judgment reserved. Applicants and opponents to file proofs as to Village's ability to secure more power from Dominion Government.

Dec. 1st. Judgment dismissing application.

PROCEDURE FILE 4005. (P. 273.)

BETWEEN :

McKittrick Properties Ltd.,

Appellants,

—and—

The Corporation of the City of Hamilton,

Respondent.

(Assessment Appeal.)

Oct. 2nd. Notice of Appeal filed.

Oct. 20th. Hearing, pursuant to Appointment, 11.30 a.m. to 12.30 p.m. Counsel for Appellants to submit to Board and Respondent, within two weeks, written argument as to Board's jurisdiction. Respondent's argument to be filed within one week thereafter.

Nov. 2nd. Appellant's written argument filed.

Nov. 10th. Respondent's written argument filed.

Nov. 17th. Judgment delivered. Appeal dismissed.

Dec. 14th. Order issued in form of approved draft filed.

OPINION OF THE BOARD.

This is an appeal by the above named Company from the decision of His Honour the County Judge of the County of Wentworth, varying the decision of the Court of Revision of the City of Hamilton, which confirmed an assessment of lands of the Appellants for works which the City had assumed to tax for as for local improvements. The Respondent raised the preliminary objection that the Board had no jurisdiction to entertain the appeal and in advance of taking evidence argument was heard on this point on the 20th October, 1916.

It seems to the Board that on a fair reading of the relevant enactments no appeal lies to this Board from a decision of the County Judge in respect of an assessment for a local improvement work.

In this Province there are two authorized modes of taxing lands, and these are provided for in two separate Acts of the Legislature, each of which as to matters of procedure certainly and largely as to substantive law is self contained. One of these modes of taxation is based on the *ad valorem* principle and is generally applicable to all real property in the Province subject to certain specified exceptions. This mode of taxation which is general is authorized by "The Assessment Act," which in addition contains a detailed procedure for its application in practice. The other mode of taxation is based in principle upon assumed benefit (though in the Act now in force this is not expressed so clearly as in the earlier Acts), and is apportioned upon the abutting properties according to their several frontages. This mode of taxation which is limited and specific, is authorized by "The Local

Improvement Act," which, as in the case of "The Assessment Act," in respect of its subject matter provides a detailed code of procedure for the guidance of municipal officials in applying the Act.

In the view of the Board each of these Acts largely as to substantive law and entirely as to procedure is self-contained, and no provision of one Act is to be imported into the other unless by the express declaration of the Legislature or clear and necessary intendment.

There is a general parallelism between the two Acts as to procedure: for instance each of them independently provides for the preparation of an Assessment Roll. This roll, which is the basis of all the subsequent proceedings, is in practice, under each Act, prepared by an official or officials of the Municipality. "The Assessment Act" provides for an appeal to the Court of Revision by any person complaining of an error or omission in the Assessment Roll. By analogy to this "The Local Improvement Act" provides for the hearing by the Court of Revision of complaints against a special assessment sought to be imposed under its provisions. Each of these Acts provides for an appeal to the County Judge from the adjudication of the Court of Revision upon any such complaint. Here, however, the parallelism in procedure by way of appeal between the two Acts ceases. "The Assessment Act" provides by Section 80 for an appeal in certain specified cases from the decision of the County Judge to this Board: "The Local Improvement Act" contains no similar or analogous provision for an appeal from the decision of the County Judge. The latter Act, by Section 39, in terms expressly declares that the council or the owner of a lot specially assessed may appeal to the Judge of the County Court from any decision of the Court of Revision, and then stipulates that the provisions of "The Assessment Act," as to appeals to the Judge, shall apply to such an appeal. There can be no doubt that in the absence of the enactment contained in Section 39 above cited there would be no appeal from the Court of Revision, and in the opinion of the Board there can be as little doubt that an enactment expressly conferring a right of appeal to the County Judge contains no necessary implication of a further right of appeal from the County Judge to this Board.

Mr. Levy, for the Appellants, contends that if there is any conflict between Section 80 of "The Assessment Act" and Section 39 of "The Local Improvement Act," the former must prevail. But this argument presupposes that there is some necessity to harmonize the provisions of these two Acts. No such necessity exists in the opinion of the Board. Each Act is a self-contained enactment dealing exhaustively with its own subject matter quite independently of the other. This will perhaps appear more clearly if it be supposed that the Legislature had omitted, as in its wisdom it might have omitted, Section 39 from "The Local Improvement Act," that is the section which provides for the appeal from the Court of Revision to the County Judge. Could it be seriously contended that by reason of this omission there arose a conflict between "The Local Improvement Act" and "The Assessment Act," which must be composed by reading into the former Act the provision of the latter as to appeals to the County Judge?

It is true that there are, as Mr. Levy points out, some references in the general taxation Act, "The Assessment Act," to "The Local Improvement Act." But these references are for a specific and limited purpose. Section 6 excepts properties otherwise liable to assessment for local improvement work from the operation of the exemption provisions of Section 5, which are framed in very sweeping comprehensive terms, while Section 99 provides that the local improvement rates shall

be incorporated in the general collector's roll. These references, however, stop far short of Mr. Levy's objective, which apparently is, that all assumed omissions or deficiencies in the special Act shall, as to matters of procedure at all events, be eked out by reference to the general taxation Act. His contention based on Section 36 of "The Local Improvement Act," and Section 83 of "The Assessment Act," is merely a special application of his argument above dealt with, that the two Acts are complementary, and that a provision appearing in one may be read into the other, so as to satisfy an alleged obligation to compose a seeming conflict between the two Acts.

It is further contended by the Appellants that the City has not acted under "The Local Improvement Act" in assessing their lands, and that it has no power to do so. A certified copy of the Assessment Roll has been filed with the Board, and it shows unmistakably that the tax proceedings purport to be taken under "The Local Improvement Act." Where the annexation Order of this Board, dated 26th January, 1914, directs that the City shall be entitled to assess the lands of the appellants as local improvements in respect of the cost of certain enumerated works, it is intelligible only if construed as referring to an assessment under "The Local Improvement Act." This being so the competence of this appeal must be determined by reference to the provisions of that Act. If the authority of the City to tax for these works under that Act is sought to be attacked, that, it seems to the Board, can be done only in a Court of law by action questioning the validity of the By-law (if any were deemed necessary) and all the subsequent tax proceedings.

The Appeal will be dismissed, but without costs to either party, but the Appellant will pay \$10.00 in law stamps.

(Sgd.) D. M. McINTYRE,

Chairman.

Toronto, Nov. 17th, 1916.

November 17th, 1916.

ORDER.

Upon the application of the Appellant herein, and upon reading the notice of appeal of the said Appellant, and upon hearing what was alleged by counsel on behalf of the Appellant and the Respondent, the Corporation of the City of Hamilton,

This Board doth order that this appeal be and the same is hereby dismissed without costs to either party, except that this Board orders and directs that the said Appellant pay forthwith to the Secretary of the Board the sum of \$10.00 for law stamps on this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 4012.

Application by The Mallory Telephone Co. Ltd., (Successors to The Mallorytown Independent Telephone Corporation), under Section 31 of "The Ontario Telephone Act," for authority to charge \$15.00 per annum for Local and Rural telephone service.

Oct. 6th. Application and material filed.

Dec. 2nd. Order.

December 2nd, 1916.

ORDER.

Upon the application of the above named Applicant, upon hearing the evidence adduced on behalf of the Applicant, and upon hearing Counsel for the Applicant,

The Board orders, subject to the several conditions prescribed in this Order, that the application of the above named Applicant be and the same is hereby approved in so far as the increased tariff charge of \$15.00 per annum may be applicable to those subscribers who are resident in any township where such tariff charge is not inconsistent with any by-law in force in any such township or with the terms of any valid agreement between any such township and the Applicant.

And the Board further orders:

(1) That the tariff charge of \$15.00 per annum shall only apply to subscribers of the telephone system of the Applicant whose lines terminate at points where the Applicant is furnishing a continuous service, night and day, Sundays and holidays. Provided, however, that the night service and the service on Sundays and holidays may be limited to calls rendered necessary by death, accident, fire, or calls for medical, veterinary or police assistance.

(2) That in all cases where the said tariff charge of \$15.00 is made for rural telephone service, the number of subscribers' stations operated upon one and the same Party Line circuit shall not, without the consent of this Board, exceed fifteen.

(3) That, for the purpose of providing a fund to meet the cost of the renewal of its plant and equipment, the Applicant shall on December 31st, 1917, and each year thereafter set aside out of its earnings a sum equal to not less than Five per cent. of the total value of the plant and equipment used in the Applicant's business on December 31st in each such year. The fund so provided shall be applied exclusively to the cost of renewing such portion of the said plant and equipment as may from time to time be rendered necessary by depreciation or obsolescence, and after deducting therefrom such amounts as may have been so expended in any one year the residual amount shall be placed on deposit in a chartered bank, as a separate account, or may be temporarily used in the purchase of such securities as the Board may approve of until the exigencies of the Applicant's business renders necessary the application, as aforesaid, of such fund or any portion thereof.

(4) That the Applicant shall on or before the Fifteenth day of January in each year, furnish the Board with a report setting forth: (a) The total amount standing at the credit of the fund referred to in Clause 3 hereof on the 31st day of December in the preceding year, (b) the amount of such fund which has been temporarily used in the purchase of securities, (c) the names and value of the securities so purchased, together with (d) a certified statement from the bank in which such fund is deposited, showing the amount standing at the credit of such fund on the last named date.

(5) That the Applicant shall keep in such form as the Board may approve separate records of all expenditures upon the construction, operation, maintenance, and renewal of its plant and equipment, and shall furnish such information in regard thereto as the Board may deem necessary in order to satisfy the Board that the provisions of the two next preceding clauses are being carried out.

(6) That the increased tariff charge of \$15.00 per annum authorized by this Board shall be subject to the terms of any contracts which may exist between the

subscribers of the Applicant's system and the Applicant, and shall only take effect upon the expiration of such contracts as they may be terminated from time to time, provided, however, that the Applicant shall not be required to furnish a continuous service to those of its subscribers who fail to sign a new contract agreeing to pay the said tariff of \$15.00 per annum.

And the Board makes no order for costs, save and except that the Applicant shall pay \$10.00 for the law stamps required for this Order.

A. B. INGRAM.

Vice-Chairman.

(Seal.)

PROCEDURE FILE 4014.

Application by the Porcupine Telephone Lines, Ltd., for approval of revised charges for local telephone service in the Town of Timmins and the Township of Tisdale, and for authority to make a toll charge of ten cents per conversation—Timmins and South Porcupine and *vice versa*.

Oct. 6th. Application and material filed.

Nov. 15th. Hearing, pursuant to Appointment, Township Hall, South Porcupine, 2.30 to 6.30 p.m. It appearing on evidence that the system of the Applicant Company is operated in conjunction with the Electric Light and Power Plant of the Northern Ontario Light & Power Company, final disposition of this application was postponed to enable the Applicant to furnish such material regarding the relative expenditures upon construction, operation and maintenance of the Power, Light and Telephone System, and such other information as the Board's Electrical and Telephone Expert may require. After this material has been furnished the Board will appoint a date for hearing argument.

PROCEDURE FILE 4020.

BETWEEN:

Foley-O'Brien, Limited,

Appellants,

—and—

The Corporation of the Township of Tisdale,

Respondent.

(Assessment Appeal.)

Oct. 13th. Notice of Appeal filed.

Nov. 15th. Hearing, pursuant to Appointment, 10 a.m., 2 to 2.30 p.m., Township Hall, South Porcupine. Judgment reserved.

Nov. 22nd. Judgment delivered. Assessment confirmed.

Nov. 28th. Order issued in form of approved draft filed.

OPINION OF THE BOARD.

This is an appeal by Foley-O'Brien Mines, Limited, from the decision of the learned District Judge of the District of Timiskaming, confirming the assessment of certain of their lands in the Township of Tisdale. The lands in question appear upon the Assessment Roll under Roll Number 1108, and comprise seven several

mining locations of 40 acres each in the third concession, and one veteran's claim of 160 acres in the second concession—in all 440 acres. All these lands have been patented, and are held by the Company in fee simple as mineral lands and, apart from the minerals they may contain, are practically valueless. A small parcel of these lands near South Porcupine—perhaps five acres in extent—is used as a market garden, and it is rented by the Applicants for \$5 a year.

The rule laid down by the Legislature for the assessment of land generally is departed from in the case of mineral lands. Section 40, Subsection (1) prescribes in general terms that "land shall be assessed at its actual value." Subsection (5) of that section enacts, "In no case shall mineral land be assessed at less than the value of other land in the neighborhood used exclusively for agricultural purposes." It was conceded during the argument that this Subsection (5) furnishes the standard which fixes arbitrarily the minimum valuation of these lands for assessment purposes. This being so in applying this standard to the lands in question, only two questions remain to be answered, namely:

1. Is there land in the neighborhood used exclusively for agricultural purposes?

2. And if there is, what is the value of that land?

That there is land in the neighborhood used exclusively for agricultural purposes, the Board, on the evidence, entertain no doubt. It was shown that one, David Bertrand, is in occupation as tenant of the south-east part of Lot One in the 3rd Concession, and of the north-east one-quarter of Lot Number One in the 2nd Concession both in the Township of Tisdale—together forming a holding of some 166 acres. These lands are parts of two lots which actually abut upon the lands of the appellants, which are the subject of this appeal: the former is mining location No. 13928, and the latter is substantially mining location No. 14559. This holding of 166 acres, which is owned by Mr. J. B. O'Brien, has been in the possession of Bertrand as tenant for some years. Under examination he stated that his tenancy was originally under an agreement with one Moore, who had contracted with Mr. O'Brien to purchase the lands. Moore having made default, Bertrand contracted with O'Brien's agent to clear the land; there was no written agreement, but its purport was that if Bertrand cleared the whole of the land he was to hold for ten years, and if he cleared 50 acres he was to have the land for seven years. But, however loose and indefinite Bertrand's arrangements with the landlord may seem to the business man, the material fact, with which this enquiry is concerned, is that Bertrand has cultivated some 50 acres of this land. In 1914 and 1915 he raised crops embracing oats, barley and turnips. It may be that his methods of farming were, as shown by his testimony, slipshod and primitive. Nevertheless it was established beyond contradiction that he had cropped 50 acres of the land as above stated. It appeared that Bertrand was the owner of a number of teams of horses, which he contracted out to do teaming, and it was contended that by reason of this diversity of occupation in the agriculturalist, the lands were not, in the words of the Statute, "used exclusively for agricultural purposes." To this contention, however, in respect at all events of the 50 acres shown to have been cultivated, the Board cannot accede. If this land so neighboring to the Appellants' lands and so cropped, is used exclusively for agricultural purposes, as this Board feels bound to hold, then no good reason appears for rejecting its value as affording the statutory standard for fixing the minimum assessment of the lands in appeal.

What then is the value of the land in occupation of Bertrand? It has been assessed at \$35 per acre, and that without protest from the owner, Mr. J. B. O'Brien. Furthermore, Bertrand testified that he had offered to purchase it for \$6,000—approximately \$40 an acre—but Mr. O'Brien refused to accept his offer.

A number of persons testified as to the cost of clearing such land, and fitting it for the plough. Their estimates varied widely, some fixing the cost as high as \$125 per acre, some stating that this cost could be materially reduced, or indeed that the operation of clearing the land might be made profitable, by the sale of the timber taken off in the process. This variation may be explicable by reason of the variety of conditions under which the several witnesses acquired their experience. Of one thing, however, the Board is satisfied, that once land in this district suitable for cropping is brought under cultivation it acquires a value of at least \$35 per acre by reason of the ready market, and the high prices procurable for farm products: and the Board finds that the land in the occupation of Bertrand, and so used exclusively for agricultural purposes, has a value of at least \$35 per acre.

Having reached these conclusions, the Board having no discretion to vary the rigid, inelastic standard fixed by law for the assessment of mineral lands, whatever their actual value, must dismiss the appeal and confirm the assessment.

There will be no costs to either party, but the Appellants will pay \$15.00 in law stamps on the Order.

(Sgd.) D. M. McINTYRE,
Chairman.

Dated at Toronto, this Twenty-second Day of November, 1916.

November 22nd, 1916.

ORDER.

This appeal from the decision of Henry Hartman, Judge of the District Court of the District of Timiskaming, confirming the assessment of certain lands of the above named Appellants, in the Township of Tisdale, appearing on the Assessment Roll of said Township, under Roll Number 1108, coming on to be heard before this Board at South Porcupine in the said Township, on the 15th day of November, 1916, in presence of Counsel for the said Appellants and for the said Respondents, upon hearing the evidence adduced and what was alleged by Counsel aforesaid, the Board having directed the matter to stand over for Judgment, and the same coming on this day for Judgment.

1. This Board doth order that the said appeal be and the same is hereby dismissed, and that the said Assessment be and the same is hereby confirmed.

2. And this Board doth not see fit to make any order as to costs.

(Sgd.) D. M. McINTYRE,
Chairman.

(Seal.)

PROCEDURE FILE 4025.

Application by The Hamilton Rural Telephone Co., Ltd., under Section 31 of "The Ontario Telephone Act," for authority to increase its charges for telephone service from \$5.00 to \$8.00 per annum.

Oct. 17th. Application filed.

Nov. 8th. Hearing, pursuant to Appointment, 10.30 a.m., Court House, Cobourg. Judgment reserved. Further information to be furnished.

PROCEDURE FILE 4027.

Application by the Murray-Brighton Telephone System, under Section 31 of "The Ontario Telephone Act," for approval of increase in annual charge for telephone service in respect of those subscribers of the Murray-Brighton Telephone System whose lines terminate upon the switchboard of the Bell Telephone Co., Ltd., at Frankford, from \$12.00 to \$13.50.

Oct. 19th. Application, etc., filed.

Nov. 8th. Hearing, pursuant to Appointment, 10.30 a.m., Court House, Cobourg. Application to be granted on receipt of schedule of tariffs as directed by the Board.

PROCEDURE FILE 4037.

Application by the Ahmic Telephone Co., Ltd., under Section 31 of "The Ontario Telephone Act," for authority to increase charges for service:

Business telephones to \$30.00 per annum,

Residence telephones to \$20.00 per annum.

Oct. 28th. Application filed.

Dec. 13th. Hearing, pursuant to Appointment, at Court House, Parry Sound. Judgment reserved pending filing by Applicant of tabulated statement of long distance charges.

PROCEDURE FILE 4045.

Application by the Everett Telephone Company under Section 26 (6) of "The Ontario Telephone Act," for an Order restraining Peter Blair from erecting poles upon and along the same highway upon which the Applicant's pole leads are erected.

Nov. 4th. Application filed.

Dec. 21st. Order.

December 21st, 1916.

ORDER.

Upon the application of the above named Applicants, in the presence of the Applicants and Respondent, and upon hearing the evidence adduced on behalf of the Applicants and Respondent,

The Board orders that the Respondent, Peter Blair, shall not erect poles upon or along or adjacent to and parallel with that portion of any highway in the Township of Mulmur, in the County of Dufferin, and in the Township of Tossorontio, in the County of Simcoe, upon or along which the pole leads of the Everett Telephone Company are already erected.

And the Board makes no order for costs, save and except that the Applicants and Respondent shall each pay \$2.50 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 4048.

Application by the City of Niagara Falls, under Section 21 of "The Municipal Act," for annexation thereto of part of the Township of Stamford.

Nov. 8th. Petition of Joseph Cadham and others, and Resolution of Municipal Council of Niagara Falls, filed.

Nov. 27th. Hearing, pursuant to Appointment, City Hall, Niagara Falls, 10.30 to 11 a.m. Annexation decreed, same to take effect Jan. 1st, 1917.

PROCEDURE FILE 4054.

BETWEEN:

Donald Cameron, on behalf of The Albemarle Telephone Co.
(to be incorporated),

Applicant,

—and—

William Gillies, of Tobermory,

Respondent.

(Application, under Subsection 6 of Section 26 of "The Ontario Telephone Act," for consent to parallel the pole leads of the Respondent's Telephone System.)

Nov. 10th. Application and material filed.

Dec. 15th. Hearing, pursuant to Appointment, 10 a.m., Town Hall, Wiarton. Application dismissed.

PROCEDURE FILE 4059.

In the Matter of the Application, under Sections 29 and 35 of "The Ontario Telephone Act," of the Blenheim and South Kent Telephone Co., Ltd., for approval of agreement, dated Oct. 30th, 1916, providing for the sale of the plant, business and assets comprising the telephone system of the Applicant operating in the Town of Blenheim, Village of Merlin, Townships of Harwich, Raleigh, and Tilbury East, in the County of Kent, to the Bell Telephone Company of Canada, Ltd.

Nov. 10th. Application and material filed.

Nov. 24th. Hearing, pursuant to Appointment 10 a.m., Town Hall, Blenheim. Judgment reserved, Applicant to furnish copies of all Municipal By-laws, granting the Applicant the right to use their highways.

PROCEDURE FILE 4064.

Application by The Beeton Telephone Co., Ltd., under Section 26 (6) of "The Ontario Telephone Act" for an Order withholding consent to the erection by Peter Blair, *et al*, of poles upon and along that portion of the Town Line of the Townships of Mono and Mulmur, upon and along which the pole leads of the Applicant's telephone system are already erected.

Nov. 20th. Application and material filed.

Dec. 21st. Order.

December 21st, 1916.

ORDER.

Upon the application of the above named Applicant, in the presence of the Applicant and Respondent, and upon hearing the evidence adduced on behalf of the Applicant and Respondent,

And the Board orders that the Respondent, Peter Blair, shall not erect poles upon or along or adjacent to and parallel with that portion of the Town Line of the Townships of Mono and Mulmur, upon and along which the pole leads of the Applicant's telephone system are already erected.

And the Board makes no order as to costs save and except that the Applicant and Respondent shall each pay \$2.50 for the law stamps required for this Order.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 4070.

In the Matter of the Petition of B. A. Grison and George T. Barrett, *et al*, under Section 9 of "The Local Improvement Act," (R.S.O., Chap. 193), as amended, against the opening of a 66 foot driveway along the Rideau River, from Brighton Avenue to the southerly limits of Lots 79 and 80, Belmont Avenue South, in the City of Ottawa, as a Local Improvement.

Nov. 24th. Petition filed.

Dec. 19th. Hearing, pursuant to Appointment, 10.30 a.m., 11 a.m. to 12.45 p.m., at Council Chamber, City Hall, Ottawa. Application dismissed, Petition not being sufficiently signed.

PROCEDURE FILE 4072 (P. 275.)

Application by the Township of Ancaster, for an Order granting permission to construct highway crossings over the Hamilton and Dundas Street Railway on Emerson and Leland Streets, West Hamilton, in the Township of Ancaster.

Nov. 25th. Application and plan filed.

Dec. 11th. Hearing, pursuant to Appointment, 11 to 11.10 a.m. Application granted. Draft Order to be prepared by Township and approved by the Railway Co., if not so approved Order will be settled by the Board.

Dec. 16th. Approved draft Order filed.

Dec. 16th. Order issued.

December 11th. 1916.

ORDER.

Upon hearing the application at the Sittings of the Board held in Hamilton, December 11th, 1916, in the presence of Counsel for the Applicants and the Hamilton and Dundas Street Railway Company and what was alleged at the Hearing.

It is ordered that the Township of Ancaster be, and is hereby, authorized, at its own expense, to construct and maintain Leland Street and Emerson Street

across the tracks of the Hamilton and Dundas Street Railway Company in West Hamilton; the said crossings to be constructed in accordance with the Board's Standard Regulations affecting Highway Crossings, and to the satisfaction of the Company's Engineer.

(Sgd.) D. M. McINTYRE,

Chairman.

(Seal.)

PROCEDURE FILE 4075.

(See P.F. 2078, P. 187).

Application by Upper Canada College, owners of the land, for approval under "The City and Suburbs Plans Act," of plan of part of Upper Canada College Block, Registered Plan 890, lying partly in the Township of York and partly in the City of Toronto.

Nov. 28th. Application and material filed.

Dec. 1st. Hearing, pursuant to Appointment 10 a.m. to 12.45 p.m. Application dismissed. Board withholds its approval of the plan submitted by Applicants (See Court Reporter's Notes).

PROCEDURE FILE 4080.

Application by F. Pranschke, owner, under "The City and Suburbs Plans Act," and Section 20 of "The Municipal Amendment Act, 1914," for approval of Plan of Lot 6, Registered Plan No. 90, Co. Carleton, Town of Eastview (near Ottawa), (narrow highway).

Nov. 29th. Application and material filed.

Dec. 19th. Hearing, pursuant to Appointment, Council Chamber, City Hall, Ottawa, 10.30 to 11 a.m. Owner to add 3 feet (13 feet in all) to width of McArthur Avenue on his side and obtain consent of County Council, when the Board will approve the plan amended accordingly.

PROCEDURE FILE 4107.

(See P.F. 3992, P. 272).

Application by the Sudbury-Copper Cliff Suburban Electric Railway Co., for approval of plan of proposed extension of its railway along Notre Dame Avenue, (from George Street to Station 61 + 32, between Charles and Wilma Streets) in the Town of Sudbury.

Dec. 20th. Plan (linen tracing) and other materials filed.

Dec. 20th. Engineer's Report filed and plan approved and certified.

SIR,—The Sudbury-Copper Cliff Electric Railway Company have handed me their plan showing a proposed extension along Notre Dame Avenue from St. George Street to Station 61 + 32, between St. Charles Street and Wilma Street.

This plan is satisfactory to me and, provided there is no objection by the local authorities to this extension, I see no reason why the same should not be approved by your Board.

Yours truly,

(Sgd.) H. W. MIDDLEMIST.

LIST OF APPLICATIONS IN RESPECT OF PROVINCIAL RAILWAYS, 1916.

	Procedure File No.	Plan No.
Ancaster, Township of, construction of highway crossings over Hamilton & Dundas Street Railway, at Emerson and Leland Streets, West Hamilton	4072	275
Aurora, Town of, approval proposed interswitching spur between G.T.R. and Toronto & York Radial Railway, at lot 76, con. 1, Tp. Whitchurch	3973	270
Bathurst Street, Toronto, approval reconstruction G.T.R. bridge at foot of street	3639	250
Bathurst Street Bridge, Toronto, street railway extension, eastern entrance to Exhibition Grounds	3770	258
Bennett, Harry M., <i>et al</i> , complaint <i>re</i> Howard Park Ave. service, Toronto Railway Co.	3802	
Berlin & Northern Railway Co., approval proposed change in location of line in City of Berlin ("A" Wellington St. to "B" Louisa St.) . . .	3813	261
Bridges, standard specifications for	3846	
Broadview Line, Toronto Railway, new line to relieve congestion on . .	3856	
Canadian Pacific Railway Co., approval overhead crossing (of temporary timber trestle) by electric railway tracks (eastern entrance to Exhibition)	3769	257
Dominion Power & Transmission Co., approval By-laws to amend By-laws <i>re</i> travel on cars of Hamilton, Grimsby & Beamsville Electric Railway, Hamilton Street Railway and Hamilton & Dundas Street Railway Co.	3778-9-80	
Exhibition Grounds, eastern entrance	3639	250
Exhibition Grounds, eastern entrance	3769	257
Exhibition Grounds, eastern entrance	3770	258
Farr, Geo., cattle pass across right-of-way of Toronto Suburban Railway..	3904	267
Fender (Buffalo Standard), approved for International Railway Co. . . .	3849	
Fyfe, J. F., <i>et al</i> , complaint <i>re</i> Howard Park Ave. service, Toronto Railway Co.	3802	
Galt, Preston & Hespeler Railway Co., approval By-law authorizing Chas. J. Whitney to issue tariffs of tolls of Company	3734	
Grand Trunk Railway Co., approval plan, etc., reconstruction Bathurst Street Bridge, Toronto	3639	250
Grand Trunk Railway Co., interswitching spur with Toronto & York Radial Railway at lot 76, con. 1, Tp. Whitchurch (application by Aurora)..	3974	270
Hamilton & Dundas Street Railway Co., approval By-law to amend By-law <i>re</i> travel on cars	3780	
Hamilton & Dundas Street Railway Co., approval By-law authorizing Geo. E. Waller to issue tariffs of tolls	3825	
Hamilton & Dundas Street Railway Co., construction of crossings over at Emerson and Leland Streets, West Hamilton, by Township of Ancaster	4072	275
Hamilton, Grimsby & Beamsville Electric Railway Co., approval By-law authorizing Geo. E. Waller to issue tariffs of tolls	3733	
Hamilton, Grimsby & Beamsville Electric Railway Co., approval By-law to amend By-law <i>re</i> travel on cars	3778	
Hamilton, Grimsby & Beamsville Electric Railway Co., construction, etc., siding into property of Parry Sound Basket & Veneer Co., Ltd., at Stoney Creek	4081	276
Hamilton Mountain Park Co., Ltd., approval By-law authorizing Geo. F. Webb to prepare and issue tariffs of tolls	4100	
Hamilton Radial Railway Co., Toronto & Hamilton Highway Commission vs.	3664	251
Hamilton Street Railway Co., Hamilton vs., better service	3691	
Hamilton Street Railway Co., approval By-law to amend By-law <i>re</i> travel on cars	3779	
Hamilton vs. Hamilton Street Railway Co., better service	3691	
Huntsville & Lake of Bays Railway Co., approval By-law authorizing Wm. J. Moore to issue tariffs	4101	
International Railway Co., approval Buffalo Standard Fender	3849	
International Transit Co., approval James Summerhayes as Examiner of Motormen	3995	
International Transit Co., approval J. A. McPhail, Vice-President, to issue tariffs of tolls	4009	
Lake Huron & Northern Ontario Railway Co., approval Geo. P. McCallum, President, to issue tariffs of tolls	4010	

	Procedure File No.	Plan No.
London Street Railway Co., approval extension on Hamilton road, etc...	3926	
London Street Railway Co., approval Henry Hicks Humeston, Superintendent, as examiner of motormen	4052	
Parliament Street Route, Toronto Railway, new line to relieve	3856	281
Parry Sound Basket & Veneer Co., Ltd., Stoney Creek, construction of siding into property of, by Hamilton, Grimsby & Beamsville Electric Railway Co.	4081	276
Roush, Mrs., <i>et al</i> , expropriation of certain lands for use of Toronto Suburban Railway Co.	3929	268
Sandwich vs. Sandwich, Windsor & Amherstburg Railway Co., complaint <i>re</i> operation and maintenance of railway	3886	
Sandwich, Windsor & Amherstburg Railway Co., approval plan and cross section, <i>re</i> double track, London Street, Windsor	3908	
Sandwich, Windsor & Amherstburg Railway Co., approval tariff By-law.	3766	
Sandwich, Windsor & Amherstburg Railway Co., Sandwich vs., operation and maintenance	3886	
Sarnia Street Railway Co., Ltd., approval extension of Christina Street and Clifford Street to Pere Marquette Railway	4040	
Sarnia Street Railway Co., Ltd., approval Geo. Ernest Wadland, as examiner of motormen	4090	
Specifications, standard, for bridges, viaducts, etc.	3846	
Standard specifications, for bridges, viaducts, etc.	3846	
Sudbury-Copper Cliff Suburban Electric Railway Co., approval W. E. Massie as examiner of motormen	3607	
Sudbury-Copper Cliff Suburban Electric Railway Co., approval plan bridge at Station Street, Sudbury	3681	253
Sudbury-Copper Cliff Suburban Electric Railway Co., approval plan bridge at Durham Street, Sudbury	3682	254
Sudbury-Copper Cliff Suburban Electric Railway Co., approval plan, etc., Durham-Notre Dame extension	3992	272
Sudbury-Copper Cliff Suburban Electric Railway Co., approval W. L. O'Connor to issue tariff of tolls	3905	
Sudbury-Copper Cliff Suburban Electric Railway Co., extension railway on Notre Dame Street, Sudbury	4107	
Sudbury-Copper Cliff Suburban Electric Railway Co., mortgage to Town of Sudbury ..	3699	
Sudbury, Sudbury-Copper Cliff Suburban Electric Railway Co., vs., mortgage to	3699	
Toronto, approval plan, etc., Toronto Civic Railway service track on Coxwell Ave.	3755	256
Toronto, approval plan, overhead crossing of C.P.R. (temporary timber trestle) by electric railway tracks	3769	257
Toronto, approval plan, etc., street railway extension to proposed eastern entrance to exhibition, etc.	3770	258
Toronto and Hamilton Highway Commission vs. Hamilton Radial Railway Co.	3664	251
Toronto & York Radial Railway Co., approval location Toronto Hydro-Electric pole line near stop 5, Metropolitan Division	3749	255
Toronto & York Radial Railway Co., approval spur for interswitching with G.T.R., lot 76, con. 1, Tp. Whitchurch (application by Aurora).	3973	270
Toronto & York Radial Railway Co., approval Chas L. Wilson to issue tariffs of tolls	3952	
Toronto Civic Railway, approval Moses Switzer as examiner of motormen	3725	
Toronto Civic Railway, approval plan, etc., service track on Coxwell Ave.	3755	
Toronto Hydro-Electric Commission, location pole line near Toronto & York Radial Railway, stop 5, Metropolitan Division	3749	255
Toronto Railway Co., approval plan, etc., temporary timber trestle, overhead crossing C.P.R., by electric tracks, eastern entrance to exhibition	3769	257
Toronto Railway Co., approval extension to proposed eastern entrance to Exhibition ..	3770	258
Toronto Railway Co., complaint <i>re</i> Howard Park Ave. service (Fyfe & Bennett) ..	3802	
Toronto Railway Co., new line to relieve Broadview and Parliament Routes ..	3856	281
Toronto Railway Co., Toronto vs., detaining of cars for collection of fares, Parliament St. line	3662	

	Procedure File No.	Plan No.
Toronto Railway Co., vs. Toronto, approval plans overhead structure, North Yonge St.	3991	271
Toronto Suburban Railway Co., approval plan, etc., alternative line near Acton	3603	248
Toronto Suburban Railway Co., approval right-of-way through certain lands of Mrs. Roush, <i>et al</i> , Tp. Chinguacousy	3929	268
Toronto Suburban Railway Co., change of gauge, renewal of tracks, etc., Keele and Dundas Streets	3857	265
Toronto Suburban Railway Co., construction of line on Davenport Road, East of Bathurst St.	3958	269
Toronto Suburban Railway Co., deviation of Dundas St. line at Lambton Mills to private right-of-way	{ 3837 3548	{ 263 246
Toronto Suburban Railway Co., Farr, Geo., vs., cattle pass across right-of- way of Railway Co.	3904	267
Toronto, Toronto Railway Co., vs., approval plans overhead structure, North Yonge Street	3991	271
Trestles, etc., standard specifications for	3846	
Viaducts, etc., standard specifications for	3846	
Wadland, Geo. Ernest, approval of, as examiner of motormen, Sarnia Street Railway	4090	
Ward, W., <i>et al</i> , expropriation of certain lands, Tp. Chinguacousy for Toronto Suburban Railway Co.	3929	268
West Hamilton construction of highway crossings at Leland and Emerson Streets, over Hamilton & Dundas Street Railway, by Tp. Ancaster..	4072	275
Whitchurch, Tp. of, approval interswitching spur between G.T.R. & Toronto & York Radial Railway, lot 76, con. 1, of (appli- cation by Aurora)	3973	270
Windsor, approval plan and cross sections, <i>re</i> double track Sandwich, Windsor & Amherstburg Railway Co., on London Street	3908	

APPLICATIONS TO THE BOARD FOR VALIDATION OF BY-LAWS UNDER SECTION 295 OF "THE MUNICIPAL ACT."

(Abbreviation "I.C." means Irregularities Cured. Abbreviation "I." means Irregularities not Cured.)

Municipality.	No. of By-law.	Purpose.	Amount.
Arnprior	585 (Con.)	Local Improvements	\$1,942 98
Arthur	607	Hydro-Electric Power Distribution Plant	15,000 00 (I.C.)
Brockville	B1022	Local Improvements	16,456 88
Burlington	297	Storm Sewers	24,700 00 (I.C.)
Bothwell	10 (1915)	Completion of Town Hall	2,500 00 (I.C.)
Barrie	888 (Con.)	Local Improvements	20,380 00 (I.C.)
Barrie	893	Completion of Roadway and Overdraft	7,500 00 (I.C.)
Berlin	1436	Local Improvements	9,440 03
Bracebridge	340	Local Improvements	1,096 90 (I.C.)
Bracebridge	341	Local Improvements	1,937 67 (I.C.)
Bruce Mines	105	Public School	25,000 00
Brampton	605 (Con.)	Local Improvements	3,332 62 (I.C.)
Bowmanville	92 (Con.)	Local Improvements	4,420 00 (I.C.)
Cumberland, Tp. of	727	Sidewalks in Village of Vars	3,000 00
Cornwall	28 (1915)	Waterworks Extensions	25,000 00 (I.C.)
Collingwood	856	Local Improvements (Sewers)	7,000 00 (I.C.)
Collingwood	858	Local Improvements (Sidewalks)	12,000 00 (I.C.)
Cornwall	32 (1913)	Bonus to Glengarry & Stormont Ry. Co.	5,000 00 (I.C.)
Cobourg	1111	Loan to Cobourg Steel Co.	5,000 00
Dunnville	9	Pavement	12,800 00 (I.C.)
Dunnville	4	Sewers	10,000 00 (I.C.)
Dunnville	14 (1916)	Electric Power Distribution Plant	53,000 00 (I.C.)
Eastview	236 (Con.)	Local Improvements	4,644 20
Eastview	242 (Con.)	Local Improvements	9,885 58
Eastview	244	School Purposes	24,000 00
Essex	560	Local Improvements	29,000 00 (I.)
Elmira	336	Bonus Loan	15,000 00 (I.C.)
Essex	566	Local Improvements	29,206 78 (I.C.)
Euphrasia, Tp. of	8 (1916)	Establishment of Beaver Valley Municipal Telephone System	41,000 00
Fort Frances	507	Telephone System	23,000 00
Fort Frances	516	Waterworks Extension	15,654 41
Ferris, Tp. of	498	Public School	4,000 00 (I.C.)
Grantham, Tp. of	283	Hydro-Electric Plant	7,500 00 (I.C.)
Grimsby	408	Pavement	3,500 00 (I.C.)
Gravenhurst	P28	Street Lighting	3,500 00
Galt	1383	Street Lighting	12,902 79 (I.C.)
Goderich	22	Loan to Goderich Furniture Co.	25,000 00 (I.C.)
Gosfield, North, Tp. of	279	School House	6,500 00 (I.C.)

APPLICATIONS TO THE BOARD FOR VALIDATION OF BY-LAWS UNDER SECTION 295 OF "THE MUNICIPAL ACT."

(Abbreviation "I.C." means Irregularities Cured. Abbreviation "I." means Irregularities not Cured.)

Municipality.	No. of By-law.	Purpose.	Amount.
Hawkesbury	242	Local Improvements	6,800 00 (I.C.)
Hay, Tp. of	9 (1915)	Hydro-Electric Power in Police Village of Zurich	5,668 37 (I.C.)
Hay, Tp. of	3 (1916)	Hydro-Electric Power in Police Village of Dashwood	1,768 00 (I.C.)
Hespeler	330	Additional Cost of Municipal Building	10,750 00 (I.C.)
Kingsville	307	To Authorize Loan to Brown & Wigle, Ltd.	10,000 00 (I.C.)
Kingston	16 (1916)	Sidewalks, etc.	14,415 19 (I.C.)
Kenora	682 (Con.)	Local Improvements	9,404 21
Kenora	687 (Con.)	Local Improvements	6,315 37 (I.C.)
Kitchener	1462	Patriotic Purposes	12,000 00 (I.C.)
London	5152	Local Improvements	33,104 81 (I.C.)
Leamington	767 (Con.)	Local Improvements	22,021 78 (I.C.)
Leamington	768 (Con.)	Local Improvements	3,816 80 (I.C.)
Merrickville	335	Loan to Rideau Power Co., Ltd.	30,000 00 (I.)
Milton	511	Street Improvements and Fire Equipment	5,000 00 (I.C.)
North Bay	465	Local Improvements (Sidewalks)	7,721 46 (I.C.)
North Bay	466	Local Improvements (Sewers)	22,234 96 (I.C.)
New Toronto	119 (Con.)	Local Improvements	22,408 00
New Toronto	120 (Con.)	Local Improvements	3,569 64
Norfolk, Co. of	429	Patriotic Purposes	75,000 00
Niagara Falls	786	To enlarge Fairview Cemetery	28,200 00
Ottawa	4215 (Con.)	Local Improvements	50,125 49
Ontario, Co. of	841	Bridges	20,000 00
Ottawa	4291	Purposes of Collegiate Institute Board	50,000 00
Oakville	531 (Con.)	Local Improvements	4,420 00 (I.C.)
Orillia	657	Electric Equipment	110,000 00 (I.C.)
Pembroke	703 (Con.)	Local Improvements	12,517 00
Pembroke	700	Waterworks Extension	7,913 06
Pembroke	701	Fire Protection	2,855 00
Peterborough	1978	Public School Purposes	5,500 00 (I.C.)
Peterborough	1979	Collegiate Institute	1,200 00 (I.C.)
Petrolia	1066	Certain Expenditure Already Made	7,500 00
Ridgetown	618	Waterworks Extension	10,000 00 (I.C.)
South Norwich	583	Hydro-Electric Power Plant	4,500 00 (I.C.)
Stratford	2166	Waterworks Extensions	50,000 00 (I.C.)
Stratford	2128	Waterworks Extensions	20,000 00 (I.C.)
Sandwich West, Tp. of	511	Local Improvements	10,590 32 (I.C.)
Stratford	2170 (Con.)	Local Improvements	12,736 13
Sandwich	595 (Con.)	Local Improvements	44,526 24
St. Catharines	2959 (Con.)	Local Improvements	159,263 34 (I.C.)

APPLICATIONS TO THE BOARD FOR VALIDATION OF BY-LAWS UNDER SECTION 295 OF "THE MUNICIPAL ACT."

(Abbreviation "I.C." means Irregularities Cured. Abbreviation "I." means Irregularities not Cured.)

Municipality.	No. of By-law.	Purpose.	Amount.
Sandwich East, Tp. of	649 (Con.)	Local Improvements	18,877 08 (I.C.)
Sandwich	600	Ornamental Lighting	19,197 39
Strathroy	828	Hydro-Electric Power Distribution Plant	25,000 00
Stephen, Tp. of	227	Hydro-Electric Power Distribution Plant	1,632 00
Sarnia	893	Waterworks Purposes	12,000 00
Sarnia	894	Electric Light Purposes	120,000 00
Stanford, Tp. of	8 (1916)	Waterworks	5,982 00 (I.C.)
Sandwich	606	Local Improvements (Sewers)	6,900 72
Sudbury	473	Public School Purposes	40,000 00
Simcoe	673	Loan to Shoe Co.	20,000 00 (I.C.)
Sandwich	628 (Con.)	Local Improvements	2,790 06
Sandwich	629	Hydro-Electric Power Distribution Plant	2,100 00
Sault Ste. Marie	710	Concrete Culverts	10,000 00
Sault Ste. Marie	711	Extension Sewer Outlets	13,000 00
Sandwich	633	Pavements	9,300 00
Thorold	492	Pavements	24,145 00 (I.C.)
Thessalon	14 (1912)	Sewers, etc.	10,660 60
Timmins	56	School Purposes	12,000 00
Tisdale, Tp. of	84	Fire Pump, etc.	4,000 00 (I.C.)
Toronto	7652	Certain Permanent Improvements	386,000 00
Windsor	1972	Ornamental Lighting System	29,513 34 (I.C.)
Wellesley, Tp. of	722	Hydro-Electric Power Distribution Plant, Police Village of Wellesley	7,500 00 (I.C.)
Walkerville	535	Highway Improvements (to Walker Road)	30,000 00 (I.C.)
West Lorne	141	School Purposes	6,500 00
Weston	33	Sewerage Disposal System and Storm Sewers	1,000 00
West Lorne	127	Hydro-Electric Power Distribution Plant	8,000 00 (I.C.)
Whitby	943	Electric Light and Waterworks Extensions	5,000 00 (I.C.)
Whitby	946	Extension Sewerage System, etc.	7,000 00 (I.C.)
York, Tp. of	4279	School Purposes	17,000 00

Total \$2,289,744 20

LIST OF BY-LAWS APPROVED BY THE BOARD UNDER SUBSECTION 3 OF
SECTION 400 OF "THE MUNICIPAL ACT."

Municipality.	By-law No.	Purpose.	Amount.
Creemore	269	Hydro-Electric Power Plant . . .	\$2,500 00
Cochrane	137	Sewerage Extensions	5,500 00
Collingwood	859	Waterworks Extensions	13,000 00
Dundas	768	Waterworks Extensions	25,000 00
Essex	558	Waterworks Extensions	5,800 00
Elora	571	Extensions to Hydro-Electric Power Distribution Plant..	3,000 00
Gananoque	602	Waterworks Extensions	8,000 00
Galt	1408	Waterworks Extensions	7,000 00
Galt	1417	Waterworks Extensions	7,000 00
Hamilton	1922	Waterworks Extensions	32,860 00
Iroquois	402	Electric Light and Power Plant	3,500 00
Kitchener	1456	Extension Sewerage Disposal Works	9,300 00
Kitchener	1458	Sewer	7,200 00
Mimico	159	Electric Light Extension	2,000 00
Mount Forest	678	Completion Hydro-Elec. Power Plant	9,000 00
Orillia	657	Installation of Electrical Equip- ment	110,000 00
Preston	707	Waterworks and Electric Light Extensions	34,500 00
Renfrew	739	Waterworks Extensions	4,000 00
Renfrew	742	Purchase of Electric Light Plant	6,500 00
Richmond Hill	273	Extensions to Electric Light and Power Plant	1,200 00
Stayner	519	Hydro-Electric Power Plant..	5,000 00
Smith's Falls	1218	Waterworks Extensions	1,600 00
St. Catharines	2992	Extensions to Hydro-Electric Power Plant	84,000 00
St. Thomas	2306	Electric Light Purposes	15,000 00
Smith's Falls	1230	Waterworks Extensions	2,275 00
Stratford	2269	Electric Light Extensions	30,000 00
Seaforth	173	Waterworks Extensions	3,500 00
Strathroy	919	Electric Light Extensions	5,000 00
Tilbury	104	Additional cost of Hydro-Elec- tric System	4,000 00
Toronto	7542	Extension Hydro-Electric Sys- tem	443,100 56
Toronto	7532	Renewal Mains and House Ser- vices	678,242 56
Toronto	7576	Extension Hydro-Elec. System.	443,100 56
Toronto	7584	Extension Hydro-Elec. System.	1,248,000 00
Toronto	7584 (as amended)	Extension Hydro-Elec. System.	1,248,000 00
Toronto	7645 (in lieu of 7576)	Extension Hydro-Elec. System.	443,100 56
Thorold	510	Waterworks Extensions	8,000 00
Toronto	7652	Permanent Improvements	386,000 00
Weston	33	Sewers, etc.	1,000 00
Wingham	762 (1916)	Concrete Dam	3,000 00
Whitby	943	Electric Light and Waterworks Extensions	5,600 00
Whitby	946	Extension of Sewerage System, etc.	7,000 00
Total			\$5,361,379 24

PLANS APPROVED BY THE BOARD UNDER "THE CITY AND SUBURBS
PLANS ACT" (Chap. 194, R.S.O., 1914).

Name of Owner.	Description of Property.
Armstrong, James, and John J. Cook	Lots 26, 27, 28 and 29, north side Regal Road, Plan 1296, Toronto.
Baker, Thos.	Lots 7, 8, 9 and 10, Reg. Plan 314, City of London.
Cook, John J., and James Arm- strong	Lots 26, 27, 28 and 29, north side Regal Road, Plan 1296, Toronto.
Cowley, Robert Henry	Lot 33, Con. "A," Ottawa Front, Tp. Nepean.
Guilford, Ltd.	Part, Lot 16, Con. II, West of Yonge St., Township of York.
Hansauld, J. H., <i>et al</i>	Lots 46 and 52, Plan 19 of Lot 6, Tp. London.
Hay, Edward, <i>et al</i>	Part Lots 435 to 527, Reg. Plan 1042, York (partly in Tp. York and partly in Toronto).
Hill, Wm. H.	Part Lot 8, Con. I, from Bay, Tp. York (now Toronto).
Hopkins, Chas. Edward	Part Lot 25, Con. 4, Tp. Saltfleet, Co. Wentworth (West Stoney Creek).
London Investments, Ltd.	Lots 5, 9, 12, 15, 18 and 19, Plan 285, and part Lot 7, Con. "B," Tp. London, Co. Middlesex.
Martel, Delmia	West part of south half Lot 5, and northwest part Lot 6, and part road allowance between Lots 5 and 6, Junction Gore, Tp. Gloucester, Co. Carleton.
Murdock, Alexander R.	Lots 36 and 37, parts 35 and 38, and part Hazel St., on Plan 368, London.
Rowntree, David, Estate of	Part, Lot 35, Con. III, from Bay, Township and County York.
Toronto, City of	Part Registered Plan 1301, York, and part Township Lot 8, Con. I, from the Bay, Toronto.
Upper Canada College	Part of Upper Canada College Block, Registered Plan 890, partly in Tp. York and partly in Toronto.
White, C.	Part Lot 24, Con. "C," Tp. Scarboro and Co. of York.
Woodman, Stanley S., <i>et al</i>	Lots 46 and 52, Plan 19 of Lot 6, Tp. London.
Wrights, Ltd.	Reg. Plan 1967, Co. York (known as Block "A").

PLANS APPROVED BY THE BOARD UNDER "THE CITY AND SUBURBS PLANS
ACT" AND SECTION 20 OF "THE MUNICIPAL AMENDMENT ACT, 1914."

Name of Owner.	Description of Property.
Bell, Wm. N. and Wm. F.	Part Lot 18, Con. I, O.F., Township Nepean, and part of part Lot 19, Con. I, shown as Elizabeth St., Reg. Plan 209, Ottawa, Co. Carleton.
Grierson, Jas. T.	Lots 15, 16 and 17, West Prospect Ave., and Lot 15, and parts Lots 16 and 17, East River St., Township Nepean, Co. Carleton (Plan 235).
Honeywell, Annie Maria and Margaret Elizabeth	Part Lot 26, Con. I, Ottawa Front, Township Nepean, Co. Carleton.
Murdoch, A. R.	Lots 31 to 46 (inclusive), part Lots 30, 47 and 48; also, part of Hazel St., Reg. Plan 368, London.
Pranschke, F.	Lot 6, Reg. Plan 90 (Co. Carleton), Town of Eastview.

PLANS APPROVED BY THE BOARD UNDER SECTION 20 OF "THE MUNICIPAL AMENDMENT ACT, 1914."

Name of Owner.	Description of Property.
Armstrong, Margaret P.	Part Peninsular No. 2, Lake Road, West Con., Bosanquet Township, at Port Franks, including subdivision of Lot 11, West Parkinson St., Pen. No. 1.
Canadian Resources Development, Limited	Part Southeast quarter of section 49, Township McIntyre, Municipality of Shuniah.
Maynard, Ozana	Parts farm Lots 33, 34 and 35, Con. I, Tp. Sandwich West.
North American Realty Co.	Part Lot 32, Con. I, Tp. Sandwich.
Oshawa	Narrow Streets.
Pratt, Theodore D.	Part Lot 101, McNiff's Survey, now in Ford City.
Reid, Robert	Part Lot No. 36, Con. I, Ottawa Front, Township Nepean (south of Ottawa, Arnprior & Parry Sound Railway).
Till, Chas. F.	Part Lot 2, Con. VII, Township Grantham, Co. Lincoln, "Queenston Place."

MISCELLANEOUS MATTERS.

ANNEXATIONS.

(Sections 11 to 23, inclusive, of "The Municipal Act.")

Campbellford	Annexation to of part Township of Seymour.
Niagara Falls	Annexation to of part Township of Stamford.
Windsor	Annexation to of part Township Sandwich West.
Windsor	Annexation to of part Township Sandwich West.
Plummer Additional, Township of..	Annexation to of part unorganized Township Lefroy.

ASSESSMENT APPEALS.

(Section 80 of "The Assessment Act.")

Brantford, City of (Brantford Municipal Railway Commission) vs. Township Brantford	\$11,200 00
Burk, D. F., vs. Port Arthur	322,330 00
Foley-O'Brien, Ltd., vs. Township Tisdale	16,800 00
Jacobs & Bilsky vs. Cobalt	56,000 00
McKittrick Properties, Ltd., vs. Hamilton	135,960 00
Port Arthur vs. Conmee Estate	25,000 00
Port Arthur vs. G. R. Duncan	168,975 00
Port Arthur vs. R. L. F. Strathy	21,015 00
Reid, Duncan D., vs. Toronto	45,999 00
Ruttan & Co. vs. Port Arthur	625,825 00
Standard Chemical, Iron & Lumber Co. of Canada, Ltd., vs. United Townships of Laxton, Digby & Longford	40,000 00
Whyte, Miss Minnie, vs. Township James	10,600 00
Wiley, F. S., vs. Port Arthur	255,085 00
Total . . .	\$1,734,789 00

BILLS, FINANCIAL.

(Referred to the Board under Rule 61a of the House.)

Chapleau, Township of	Bill No. 13, 1916
Eganville	Bill No. 7, 1916
Grimsby	Bill No. 6, 1916
Midland	Bill No. 32, 1916
Osgoode, Township of	Bill No. 24, 1916
Owen Sound	Bill No. 33, 1916

BRIDGES, APPLICATIONS TO DISPENSE WITH RECONSTRUCTION OF.

Section 460 (9) of "The Municipal Act.")

Wellington and Huron, Counties of...	Branch of Maitland River on Town Line between Townships of Minto and Howick.
West Flamboro, Township of.....	On given road between Lots 2 and 3, Con. II.
West Flamboro, Township of.....	"Vinegar Hill Bridge," between Lots 6 and 7, Con. II.
Enniskillen, Township of.....	Over Bear Creek, on sideroad between Lots 3 and 4, Con. VIII.

DEVIATION COUNTY BOUNDARY LINE ROADS.

(Section 469 of "The Municipal Act.")

Louth, Township of, vs. Township Pelham, between Counties of Welland and Lincoln.

EXTENSION OF TIME TO PASS BY-LAWS.

Municipality.	By-law No.	Purpose.	Amount.
Westminster, Tp. of.....	724	Hydro-Electric Power for Village of Lambeth	\$4,000 00
Cumberland, Tp. of	727	Sidewalks in Village of Vars	3,000 00
Barrie	893	Completion of Bradford St. Roadway	7,500 00
Strathroy	828	Hydro-Electric Power Plant	25,000 00
Cornwall	28(1915)	Waterworks Extensions	25,000 00
Cornwall	32(1913)	Bonus to Glengarry & Stormont Railway	5,000 00
Simcoe	673	Loan to Unique Shoe Co., Ltd.	20,000 00
Total			\$89,500 00

EXTENSION DEBENTURE ISSUE PERIOD (MUNICIPAL BY-LAWS).

(Section 288 (9) and (10) of "The Municipal Act.")

Municipality.	By-law No.	Purpose.	Amount.
Ingersoll	760	Loan, etc., to Standish Manufacturing Company	\$20,000 00
Strathroy	828	Hydro-Electric Power Plant	25,000 00
Kenora	573	Waterworks Extensions	25,000 00
Walkerville	535	Highway Improvements to "Walker Road"	30,000 00
Cornwall	32	Bonus to Glengarry & Stormont Railway	5,000 00
Tavistock	60	Electric Light Plant	6,000 00
Peterborough	1847	Sewers	73,000 00
Total			\$184,000 00

APPLICATIONS UNDER THE (MUNICIPAL) FRANCHISES ACT

Carleton County, By-law 608—Allowing transmission wires to cross highway.

HIGHWAY, NARROW.

(4 Geo. V, c. 33, s. 20.)

Oshawa—Opening of Division, Agnes, Elgin, Brock, Burke and Ontario Streets, and Olive Avenue, at a width of 49½ feet.

INTEREST INCREASE BY-LAWS.

(Applications under section 291 of "The Municipal Act.")

Municipality.	Interest Increase By-law.	Amended By-law.	Purpose.	Rate.	Amount.
Bothwell	4 (1916)	7 (1915)	Town Hall.....	5½ to 6%	\$8,500 00
Cobden	259	249	Electric Power Dis- tribution Plant....	5 to 6%	20,000 00
Kenora.....	685	649	Local Improvements.	5 to 6%	435 05
Kenora.....	686	654	" "	5 to 6%	5,880 32
Merrickville	347	335	Loan to Rideau Power Co., Ltd.....	5 to 6%	30,000 00
Smith's Falls.....	1221	1210	Local Improvements.	5½ to 6%	4,972 16
Strathroy.....	885	828	Hydro-Electric Power Plant.....	5 to 5½%	25,000 00
Strathroy .....	.....	828	" "	5 to 5½%	25,000 00
Westminster Tp. of.	745	724	" "	5 to 6%	4,000 00
Westminster, Tp. of.	747	724	" "	5 to 6%	4,000 00
Total.....				.....	\$127,787 53

LOCAL IMPROVEMENTS—PETITIONS AGAINST.

(Section 42, cap. 21, Ontario Statutes, 1914.)
(Section 4, cap. 35, Ontario Statutes, 1915.)

Hamilton.—Petition Hamilton Bridge Works Co., Ltd., against sewer on Depew St.
Ottawa.—Petition of W. D. Morris, *et al*, against proposed pipe sewer on Lyon St.
Ottawa.—Petition of Ellen S. Anderson, *et al*, against proposed concrete sidewalk, Rideau Gate.
Ottawa.—Petition W. D. Morris, *et al*, against opening of street 72 feet wide through Lots 8 and 11, Robinson Ave. North, northerly, St. George's Ward.
Ottawa.—Petition E. McMahon, *et al*, against concrete sidewalk on Blackburn Ave., between Somerset and Templeton Streets.
Ottawa.—Petition McAuliffe-Davis Lumber Co., Ltd., *et al*, against 12 in. tile pipe sewer on Lyon Street.
Ottawa.—Petition of Geo. T. Barrett, *et al*, against opening of 66 ft. driveway along Rideau River.

PUBLIC UTILITIES.

(Chap. 204, R.S.O., 1914.)

Trustees and Managers of Oneida Presbyterian Church vs. The Midfield Natural Gas Co., Ltd. (For Gas Supply.)
Chatham, City of, vs. Chatham Gas Co., Ltd.—Removal of poles and overhead wires from King and certain other streets in the City of Chatham.

SINKING FUNDS INVESTMENT BY-LAWS.

(Section 303 of "The Municipal Act.")

Municipality.	By-law No.	Amount.
Brockville	1024	\$18,497 75
Ottawa	4291	48,215 00
Sault Ste. Marie	710	10,000 00
Sault Ste. Marie	711	13,000 00
Total		\$89,712 75

WARDS, DIVISION OF TOWNS, ETC., INTO.

(Sec. 10, Chapter 34, Ontario Statutes, 1915.)

Galt, City of.—Division into Five Wards.

WATER SUPPLY.

Burkholder, Geo. S., *et al*, vs. Hamilton.
Township of York.—Establishment of Waterworks System (S. 5, c. 100, R.S.O., 1916), \$202,148.02.

WORKS ORDERED BY DOMINION AND ONTARIO RAILWAY BOARDS,
APPROVAL BY-LAWS FOR.

(Sec. 289 (2) (f), of "The Municipal Act.")
Bertie, Township of.—By-law 874 (Dominion), \$5,076.85.

LIST OF APPLICATIONS TO THE BOARD UNDER "THE ONTARIO
TELEPHONE ACT."

Adelaide Telephone System	Paralleling of pole leads of, by West Williams Rural Telephone Association.
Adjala	Approval By-law 513, granting right to Mono Mills Independent Telephone Association, Limited, to construct and operate telephone system.
Admaston, Township of	Approval By-law 193—use of highways to Balsam Hill Telephone Company.
Admaston, Township of	Approval By-law 216—use of certain highways to Upper Admaston Telephone Co., Limited.
Ahmic Telephone Co., Limited	Increase in service charges.
Albemarle Telephone Co. vs. Wm. Gillies...	Paralleling of pole leads.
Albemarle Telephone Co., Limited	Approval By-law 187, Township Amabel—use of highways to.
Albemarle Telephone Company	Approval By-law 554, Township Albemarle—use of highways to.
Albemarle Telephone Company	Approval By-law 91 of the Town of Wiarton—use of highways to.
Albemarle, Township of	Approval By-law 554—use of highways to Albemarle Telephone Co., Limited.
Albion, Township of	Approval By-law 234—granting use of highways to Mono Mills Independent Telephone Association, Limited.

Alnwick, Township of	Approval By-law 401—use of highways to Harewood Rural Telephone Company.
Amabel, Township of	Approval By-law 142—use of highways to Clavering Telephone Company.
Amabel, Township of	Approval By-law 187—use of highways to Albemarle Telephone Co., Limited.
Amabel, Township of	Approval By-law 141—granting use of highways to Silver Creek Telephone Co.
Ardtree Telephone Co., Limited	Approval By-law 930 of Township of Orillia—use of highways to.
Armstrong, Township of, <i>et al</i>	Extension Kerns Municipal Telephone System into.
Arran, Township of	Use of highways to Chas. Sang, <i>et al</i> (Chippewa Hill Rural Telephone Co.).
Athens	Approval By-law 230—use of highways to Plum Hollow & Elويد Independent Telephone Company, Limited.
Bell Telephone Co., Limited	Purchase of part of System by the Township of Percy.
Bell Telephone Co., Limited	Purchase of part of System by the Township of Haldimand.
Brighton, Board of Commissioners of Township of	Approval agreement with Board of Commissioners of Township of Percy.
Beckwith & Montague Rural Telephone Company, Limited	Use of highways in Township Montague.
Beckwith, Township of	Approval By-law 419—use of highways to Beckwith and Montague Rural Telephone Company, Limited.
Beckwith & Montague Rural Telephone Company, Limited	Use of highways in Township of Beckwith.
Bigwood, Township of	Erection of poles and wires on road allowance between Township Delamere and (Application Wm. G. and A. Daoust).
Bracebridge & Muskoka Lakes Telephone Company, Limited	Approval increased tariff charges.
Bruce, Township of	Extension of time to pay cost of establishment, etc., of Municipal Telephone System.
Bobcaygeon Rural Telephone Co., Ltd.....	Paralleling of pole leads of Dunsford Telephone Light and Power Company.
Brooke Municipal Telephone System.....	Approval By-law 4 (1916), Township of Warwick—use of highways to.
Bowesville Mutual Telephone Company....	Approval By-law 3 (1916)—use of highways to.
Barr, Dr. J. L.; Dr. P. L. Tye and, vs. Mornington & Wellesley Telephone Company, Limited	Intercommunication, etc.
Blind Line Telephone Co., Limited	Approval By-law No. 9 (1916), Tp. St. Vincent—use of highways to.
Bell Telephone Company, Limited	Purchase by Township of Dawn of Rural Lines of.
Beaver Valley Municipal Telephone System.	Extension of time to pass debenture By-law of Tp. Euphrasia, to pay cost of establishment of.
Bell Telephone Company, Limited	Approval By-law 16 (1916) of Coldwater— <i>re</i> purchase certain plant from.
Balsam Hill Telephone Company	Use of highways in Tp. of Admaston.
Bastard & Burgess, Townships of.....	Approval By-law "B"—use of highways to Plum Hollow & Elويد Independent Telephone Company, Limited.
Beauchamp, Township of, <i>et al</i>	Extension of Kerns Municipal Telephone System into.
Bradden Telephone Company (J. H. & J. Bradden)	Increase in annual charges for telephone service.

Bell Telephone Company, Limited.....	Approval Township Mersea By-law 943, confirming purchase of certain telephone plant from.
Brooke Municipal Telephone System.....	Approval By-law 555, Township of Mosa—granting use of highways to.
Brooke Municipal Telephone System.....	Approval By-law 174, Township of Metcalfe—granting use of highways to.
Bethesda & Stouffville Telephone Co., Ltd...	Increase in charges for telephone service.
Brussels, Village of	Approval By-law 6 (1916)—extension of Brussels, Morris & Grey Municipal Telephone System.
Brussels, Morris & Grey Municipal Telephone System	Approval By-law 6 (1916), Village of Brussels—extension of.
Back Line Telephone Co., Ltd.	Approval By-law 389, Township Melancthon—granting use of highways to.
Bromley, Township of	Approval By-law 252—use of highways to Wolfton Telephone Co., Limited.
Bromley, Township of	Approval By-law 254—use of highways to Upper Admaston Telephone Co., Ltd.
Bell Telephone Company, Limited	Increase in annual charge for telephone service by the Murray-Brighton Telephone System to subscribers whose lines terminate at Frankford Switchboard.
Burgessville Telephone Co., Ltd.; W. H. Dennis vs.	Complaint as to service.
Bellrock & Shimo Telephone Co., Ltd.....	Approval By-law 587, Township of Portland—use of highways to.
Blair, Peter	Complaint, Everett Telephone Co., <i>re</i> erection of poles.
Bellrock & Shimo Telephone Co., Ltd.....	Approval By-law 434, Township of Camden—use of highways to.
Blenheim & South Kent Telephone Co., Ltd.	Approval Agreement for sale of certain plant, etc., to Bell Telephone Co., Ltd.
Bell Telephone Company, Limited	Approval Agreement with Blenheim & South Kent Telephone Co., Limited.
Beeton Telephone Co., Ltd., vs. Peter Blair, <i>et al</i>	Duplication of pole leads.
Blair, Peter, <i>et al</i> ; Beeton Telephone Co., Limited, vs.	Duplication of pole leads.
Bromley, Township of	Approval By-law 254—use of highways to The Bromley Telephone Co., Limited.
Bromley Telephone Company, Limited.....	Approval By-law 254, Township of Bromley—use of highways to.
Bellrock & Verona Rural Telephone Co., Limited	Approval By-law 554, Township of Portland—use of highways to.
Beatty, Dr. A. C., <i>et al</i> ; Township of Hope vs.	Interchange of service between Systems of Respondents.
Chapple, Township of	Extension of time, over 15 years, of payment of debentures for establishment and extension of Municipal Telephone System.
Conway, Thos. (Dresden Rural Telephone System)	Service to J. W. Sands, <i>et al</i> .
Caledon, Township of	Approval By-law 722—use of highways to Mono Mills Independent Telephone Association.
Charlottenburg, Township of	Approval By-law No. 9—use of highways to Martintown Rural Telephone Co., Ltd.
Colborne, Township of, vs. Township of Goderich	Interchange of service.
Cramahe Municipal Telephone System.....	Location of Central Office.

- Camden, Township of Approval By-law 370—use of highways to Desmond Rural Telephone Company.
- Cameron Telephone Company, Limited..... Approval By-law 674, Township Fenelon—use of highways to.
- Coulson-Jarratt Telephone Association Approval By-law 434, Township Oro—granting use of highways to.
- Camden Telephone Company, Limited..... Service to W. H. Henderson.
- Campbell, J. A., *et al* Telephone service by West Williams Rural Telephone Association, etc.
- Cramahe, Township of Revision of toll charges with subscribers of Telephone System of Township of Percy.
- Coldwater Municipal Telephone System.... Approval By-law 16 (1916) of Coldwater—Purchase of certain plant of Bell Telephone Company, Limited.
- Cavan, Township of Approval By-law 570—granting use of highways to Cavan Rural Telephone Co.
- Cavan Rural Telephone Company Approval By-law 570 of Township of Cavan—granting use of highways to.
- Clavering Telephone Company Approval By-law 142 of Township of Amabel—use of highways to.
- Clavering Telephone Company Approval By-law 5 (1913) of Township of Keppel—use of highways to.
- Clarke, D. W., M.D., vs. Clarke & Manvers Telephone Assn., *et al* Restoration of telephone service.
- Clarke & Manvers Telephone Assn., *et al*;
D. W. Clarke, M.D., vs. Restoration of telephone service.
- Coldwater Passing Debenture By-law for establishment of Telephone System.
- Chippewa Hill Rural Telephone Co. (Chas. Sang, *et al*) Use of highways in Township of Arran.
- Chippewa Hill Rural Telephone Co. (Chas. Sang, *et al*) Use of highways in Town of Southampton.
- Cavan, Township of Approval By-law 572—use of highways to Millbrook Rural Telephone Company, Limited.
- Cavan, Township of Approval By-law 571—use of highways to Omemee Telephone Company, Limited.
- Cane, Township of, *et al* Extension Kerns Municipal Telephone System into.
- Coulson-Jarratt Telephone Co., Limited ... Approval By-law 542, Township of Medonte—use of highways to.
- Cramahe, Township of Approval By-law 704—purchase part of Mount Pleasant Telephone System.
- Cobalt, Town of, vs Temiskaming Telephone Company, Limited Rescinding of Board's approval of Discount System for collection of charges.
- Canadian Independent Telephone Co. of East Toronto Increase in charges for telephone service.
- Cavan, Township of Approval By-law 573—granting use of highways to Fallis Line Telephone Company, Limited.
- Cavan, Township of Approval By-law 576—granting use of highways to North Cavan Rural Telephone Company, Limited.
- Camden, Township of Approval By-law 434—use of highways to The Bellrock & Shimo Telephone Company, Limited.
- Cameron, Donald (Albemarle Telephone Co.) vs. Wm. Gillies Paralleling of pole leads.
- Coulson, Jos. (Coulson Telephone System), *et al*; Township of Hope vs. Interchange of service between Systems of Respondents.
- Dawson Telephone Co. (Mount Pleasant).. Purchase portion of, by Township of Haldimand.

Dresden Rural Telephone System (Thos. Conway)	Service to J. W. Sands, <i>et al.</i>
Dauost, Wm. G. & A.	Erection of poles and wires on road allowance between Townships Bigwood and Delamere.
Delamere, Township of	Erection of poles and wires on road allowance between Township Bigwood and
Dunsford Telephone, Light & Power Co.	Paralleling of pole leads by Bobcaygeon Rural Telephone Company.
Desmond Rural Telephone Company	Approval By-law 370, Township of Camden—use of highways to.
Dryden	Establishment of Telephone System under Part II of Act.
Delhi vs. Norfolk County Telephone Co., Limited	<i>Re</i> Telephone Exchange service.
Dawn, Township of	Approval By-law 11 (1916)—purchase of rural lines of Bell Telephone Co.
Dorchester, Township of	Approval By-law 151—use of highways to South Malahide Telephone Co., Ltd.
Dennis, W. H., vs. Burgessville Telephone Company, Limited	Complaint as to service.
Dore Bay Telephone Company, Limited	Approval By-law 432, Township of Wilberforce—use of highways to.
Dover, Township of	Approval By-laws 23 and 24, for extension of Municipal Telephone System.
Euphrasia, Township of; Wm. Quinn, <i>et al.</i> , vs.	Removal of names from Petition.
Emo, Township of	Approval By-law 205—establishment of Emo Municipal Telephone System.
Elizabethtown, Township of	Approval By-law 667, granting use of highways to Mallorytown Telephone Co., Ltd.
Escott, Township of Front of	Approval By-law 77, granting use of highways to Mallorytown Telephone Company, Limited.
East Williams, Township of	Approval By-law 165, granting use of highways to Park Hill Rural Telephone Co., Ltd.
Euphrasia, Township of	Extension of time to pass debenture By-law to pay cost of establishing Beaver Valley Municipal Telephone System.
Eramosa, Township of	Approval By-law 7 (1916), granting use of highways to Rockwood & Oustic Telephone Company, Limited.
Emily, Township of	Approval By-law 420, granting use of highways to Omemee Telephone Co., Ltd.
East Middlesex Telephone Co., <i>et al.</i> ; Arthur F. O'Neil vs.	Interchange of service.
Erie Telephone Company, Limited	Approval regulations.
Everett Telephone Company	Complaint <i>re</i> erection of poles, by Peter Blair, on same highway as that on which Applicants' pole leads are erected.
Everett Telephone Association	Approval By-law 556, Township of Mulmur—use of highways to.
Everett Telephone Company	Approval By-law 1183, County of Simcoe—use of certain highways to.
Fenelon, Township of	Approval By-law 674, granting use of highways to Cameron Telephone Co., Ltd.
Fallis Line Telephone Company, Limited ...	Approval By-law 573, Township of Cavan—use of highways to.
Fenelon, Township of	Approval By-law 676, granting use of highways to Fenelon Falls Telephone Company, Limited.
Fenelon Falls Telephone Co., Limited	Approval By-law 676, Township of Fenelon—use of highways to.
Goderich, Township of; Township Colborne vs.	Interchange of Telephone Service.

Gloucester, Township of	Approval By-law 3 (1916), granting use of highways to Bowesville Mutual Telephone Company.
Gore Bay, Municipality of	Appointment C. C. Platt as member of Board of Commissioners for Telephone System.
Gillies, Wm.; Donald Cameron (Albemarle Telephone Company) vs.	Paralleling of pole leads.
Haldimand, Township of	Approval By-law 205— <i>re</i> purchase of portion of Systems of Dawson (Mount Pleasant) Telephone Co. and Bell Telephone Co. of Canada, Ltd.
Hawley Telephone Company, Limited.....	Approval By-law 318, Township South Fredericksburg, granting use of highways to.
Hickerson, Frank, <i>et al</i>	Service by Sprague Telephone System.
Henderson, W. H.	Service by Camden Telephone Co., Ltd.
Horton McNab Telephone Co., Limited.....	Paralleling of lines of McNab Telephone Company, Limited.
Highland Telephone Co. vs. Temiskaming Telephone Company, Limited	Purchase of Applicant's Telephone Plant.
Hope, Township of	Approval By-law 828—use of highways to Millbrook Rural Telephone Co., Ltd.
Hilliard, Township of	Extension Kerns Municipal Telephone System into.
Harwood Rural Telephone Company	Approval By-law 401, Township Alnwick, granting use of highways to.
Hamilton Mutual Telephone Company	Approval By-law 928, Township of Hamilton, granting use of highways to.
Hamilton, Township of	Approval By-law 928—use of highways to Hamilton Mutual Telephone Company.
Henwood, Township of, <i>et al</i>	Extension Kerns Municipal Telephone System into.
Horton & McNab Telephone Assn., Ltd.....	Approval By-law 99, Township of McNab—use of highways to.
Home Telephone Company, Limited	Increase in charges for telephone service.
Hamilton Rural Telephone Co., Limited....	Increase in charges for telephone service.
Hope, Township of, vs. Joseph Coulson (Coulson Telephone System), <i>et al</i>	Interchange of service between systems of Respondents.
Huron, Township of	Approval By-law 534—extension Huron & Kinloss Municipal Telephone System.
Huron & Kinloss Municipal Telephone System	Extension of By-law 534, Township of Huron.
Houghton, Township of	Approval By-law 410—use of highways to South Walsingham Telephone Co., Ltd.
Jackson Telephone Company	Approval By-law 4 (1916), Township of Keppel, granting use of highways to.
Keppel, Township of	Approval By-law No. 4 (1916)—use of highways to Jackson Telephone Company.
Kerns, Township of	Establishment of Telephone System, under Part II of "The Ontario Telephone Act."
Keppel, Township of	Approval By-law No. 5 (1915)—use of highways to Pleasant View Telephone Co.
Keppel, Township of	Approval By-law No. 5 (1913)—use of highways to Clavering Telephone Co.
Kitley, Township of	Approval By-law No. 570—use of highways to the Plum Hollow & Eloida Independent Telephone Company, Limited.
Kerns Municipal Telephone System.....	Extension of, into Township of Hilliard.
Kerns Municipal Telephone System	Extension of into unorganized Townships of Henwood, Cane, Armstrong and Beauchamp.
King Telephone Company, Limited	Increase in charges for telephone service.

- Kerns, Township ofPurchase of Pioneer Rural Telephone Company, Limited.
- Keppel, Township ofApproval By-law No. 3 (1916)—use of highways to South Diagonal Telephone Co., Limited.
- Litt, Gideon S., vs. Paul & Eckert Telephone System (Service.)
- Lambton Telephone Company, Limited.....Service to Joseph Reedy.
- Loughboro, Township ofApproval By-law No. 84A, granting use of highways to Rosedale Telephone Company, Limited.
- Leonard, Jas.Re price to be paid for Telephone System by Township of Mersea.
- Leonard, Jas.Approval Township Mersea By-law 943, confirming purchase of certain telephone plant from.
- Mount Pleasant Telephone Company.....Purchase of part of System by the Township of Percy.
- Mount Pleasant (Dawson Telephone Co.)..Purchase of part of System by the Township of Haldimand.
- Mono Mills Independent Telephone Association, LimitedUse of highways in Township of Albion.
- Montague, Township ofApproval By-law 245—use of highways to Beckwith & Montague Rural Telephone Company, Limited.
- Mono Mills Independent Telephone Association, LimitedUse of highways in Township Caledon.
- Mono, Township ofApproval By-law 390—use of highways to Mono Mills Independent Telephone Association, Limited.
- Mono Mills Independent Telephone Association, LimitedUse of highways in Township Mono.
- Martintown Rural Telephone Co., Limited..Use of highways in Township Charlottenburg.
- Mono Mills Independent Telephone Association, LimitedApproval By-law 513, Township Adjala—giving right to Association to erect and operate Telephone System in said Township.
- Monck, Township ofApproval By-laws, etc., for establishment of telephone system.
- Mallorytown Telephone Co., Ltd.Approval By-law 667, Township Elizabethtown; By-law 68, Township Front of Yonge and By-law 77, Township of Front of Escott, granting use of highways to.
- Mersea, Township ofApproval By-law 934, establishment of Telephone System.
- Mornington & Wellesley Telephone Co., Ltd., vs. Dr. P. L. Tye and Dr. J. L. BarrIntercommunication, etc.
- Mink Lake Telephone Co.Approval By-law of Municipality of Wilberforce and North Algona, granting use of highways to.
- Mersea, Township ofRe price to be offered Jas. Leonard for Telephone System in said Township.
- Muskoka Independent Telephone System ..Increase in annual Charge.
- Manvers Township ofApproval By-law 854, granting use of highways to Orono Telephone Co., Ltd.
- Millbrook Rural Telephone Co., Ltd.Approval By-law 828, Township of Hope, use of highways to.
- Manvers, Township ofApproval By-law 856, use of highways to Millbrook Rural Telephone Co., Ltd.
- Millbrook Rural Telephone Co., Ltd.Approval By-law 856, Township of Manvers, use of highways to.
- Millbrook Rural Telephone Co., Ltd.Approval By-law 572, Township of Cavan, use of highways to.

- Millbrook Rural Telephone Co., Ltd.Approval By-law 311, Township South Monaghan, use of highways to.
- Mariposa, Township ofApproval By-law 758, use of highways to Manilla Telephone Union, Ltd.
- Manilla Telephone Union, Ltd.Approval By-law 758, Township of Mariposa, use of highways to.
- Manvers, Township ofApproval By-law 852, use of highways to Omemee Telephone Co., Ltd.
- Medonte, Township ofApproval By-law 542, use of highways to Coulson-Jarratt Telephone Co., Ltd.
- Mount Pleasant Telephone SystemApproval purchase part of by Township Cramahe (By-law 704.)
- MacNeil, D. J. (Trading as St. Johns Telephone Co.), *et al*,Arthur F. O'Neil, vs.
- Mersea Township ofApproval By-law 943, purchase of part of telephone plants from Bell Telephone Co. of Canada, Ltd., and Jas. Leonard.
- Mosa, TownshipApproval By-law 555, granting use of highways to Brooke Municipal Telephone System.
- Metcalfe, Township ofApproval By-law 174, granting use of highways to Brooke Municipal Telephone System.
- Mount Albert Telephone Co., Ltd.Increase in charges for telephone service.
- Metcalfe Rural Telephone Co., Ltd.Jas Slater, *et al*, vs., terms, etc., for telephone service.
- Melancthon, Township ofApproval By-law 389 granting use of highways to Backline Telephone Co., Ltd.
- Mallorytown Telephone Co., Ltd.Increase in charges for local and rural telephone service.
- Muskrat Lake Telephone Co., Ltd.Approval By-law 307, Township of Ross, granting use of highways to.
- Murray-Brighton Telephone SystemIncrease in annual charge for telephone service to subscribers whose lines terminate on switchboard of Bell Co. at Frankford.
- Muskrat Lake Telephone Co., Ltd.Approval By-law 171, Township of Westmeath, granting use of highways to.
- Millbrook Telephone Co., Ltd., *et al*, Township of Hope, vs.Interchange of service between Systems of Respondents.
- Mulmur, Township ofApproval By-law 556, use of highways to Everett Telephone Association.
- McGillivray, Township ofApproval By-law 11 (1909), granting use of highways to Park Hill Rural Telephone Co., Ltd.
- McNab Telephone Co., Ltd.Re paralleling of lines of Horton McNab Telephone Co., Ltd.
- McGuire, Thos.Service by Plummer, Aberdeen & Galbraith Telephone Association.
- McNab, Township ofApproval By-law 99, use of highways to Horton & McNab Telephone Association, Ltd.
- Norfolk County Telephone Co., Ltd., Delhi, vs.Telephone exchange service.
- North Algona, Municipality of Wilberforce, andApproval By-law 426, use of highways to Wilberforce Telephone Co., Ltd.
- North Cavan Rural Telephone Co., Ltd. ..Approval By-law 576, Township of Cavan, use of highways to.
- Oro, Township ofApproval By-law 434, granting use of highways to Coulson-Jarratt Telephone Association.
- Orono Telephone Co., Ltd.Approval By-law 854. Township of Manvers, granting use of highways to.
- Orono Telephone Co., Ltd.; Pontypool Telephone Association, and; D. W. Clarke, M.D., vs.Restoration of telephone service.

- Orillia, Township ofApproval By-law 930, use of highways to Ardrea Telephone Co., Ltd.
- Ops, Township ofApproval By-law 778, granting use of highways to Omemee Telephone Co., Ltd.
- Omemee Telephone Co., Ltd.Approval By-law 778, Township of Ops, granting use of highways to.
- Omemee Telephone Co., Ltd.Approval By-law 852, Township of Manvers, granting use of highways to.
- Omemee Telephone Co., Ltd.,Approval By-law 571, Township of Cavan, granting use of highways to.
- Omemee Telephone Co., Ltd.,Approval By-law 420, Township of Emily, granting use of highways to.
- O'Neil, Arthur F.vs. St. Mary's, Kirkton & Exeter Telephone Co., *et al.*
- Percy, Township ofApproval By-law 725, purchase of part of Systems of Mount Pleasant Telephone Co., and Bell Telephone Co. of Canada, Ltd.
- Percy, Board of Commissioners of Township ofApproval Agreement with Board of Commissioners of Township of Brighton.
- Palace Road Telephone Co.Approval By-law 592, Township of Richmond, use of highways to.
- Paul & Eckert Telephone System; Gideon S. Litt vs.*Re* service.
- Park Hill Rural Telephone Co., Ltd.Approval By-law 11 (1909), Township McGillivray, use of highways to.
- Park Hill Rural Telephone Co., Ltd.Approval By-law 165, Township of East Williams, use of highways to.
- Park Hill Rural Telephone Co., Ltd.Approval By-law 456, Township of West Williams, use of highways to.
- Pleasant View Telephone Co.Approval By-law No. 5 (1916), Township of Keppel, granting use of highways to.
- Pleasant View Telephone Co.Approval By-law No. 4 (1916), Township of Sarawak, granting use of highways to.
- Percy, Township ofRevision of toll charges with subscribers of Telephone System of Township of Cramahe.
- Plummer, Aberdeen & Galbraith Telephone AssociationService to Thos. McGuire.
- Plum Hollow & Eloida Independent Telephone Co., Ltd.Approval By-law 557, Township of Rear of Yonge & Escott, granting use of highways to.
- Plum Hollow & Eloida Independent Telephone Co., Ltd.Approval By-law "B," Township of Bastard & Burgess, use of highways to.
- Plum Hollow & Eloida Independent Telephone Co., Ltd.Approval By-law 570, Township of Kitley, use of highways to.
- Plum Hollow & Eloida Independent Telephone Co., Ltd.Approval By-law 230, Village of Athens, use of highways to.
- Plum Hollow & Eloida Independent Telephone Co., Ltd.Approval By-law 72, Township of Front of Yonge, use of highways to.
- Port Rowan & Rural Telephone Co.Assessment for operation and maintenance for 1916.
- Paipoonge, Township ofApproval By-law 146, extension Slate River Local Telephone System.
- Pioneer Rural Telephone Co., Ltd.Purchase of, by Township of Kerns.
- Porcupine Telephone Lines, Ltd.Approval revised charges for local telephone service in Timmins and Township Tisdale, and authority to charge 10c. for service between Timmins and South Porcupine.
- Percy, Municipality of; H. Waters, vs.*Re* Party Line service.
- Portland, Township ofApproval By-law 587, use of highways to Bellrock & Shimo Telephone Co., Ltd.

- Portland, Township ofApproval By-law 554, use of highways to Bellrock & Verona Rural Telephone Co., Ltd.
- Port Hope Telephone Co., Ltd., *et al*, Township of Hope, vs.Interchange of service between systems of Respondents.
- Quinn, Wm., *et al*, vs. Township of EuphrasiaRemoval of names from petition.
- Richmond, Township ofApproval By-law 592, granting use of highways to Palace Road Telephone Co.
- Reedy, Jos.Service by Lambton Telephone Co., Ltd.
- Rosedale Telephone Co., Ltd.Approval By-law 84A, Township of Loughboro, use of highways to.
- Raymond Telephone AssociationApproval By-law 446, Township of Stephenson, use of highways to.
- Raymond Telephone AssociationApproval By-law 481, Township of Watt, use of highways to.
- Rowell, Christopher, vs. United Telephone Co., Ltd.Complaint *re* service.
- Rockwood & Oustic Telephone Co., Ltd. ..Approval By-law 7 (1916), Township of Eramosa, granting use of highways to.
- Ross, Township ofApproval By-law 289, use of highways to Snake River Telephone Association.
- Ross, Township ofApproval By-law 307, use of highways to Muskrat Lake Telephone Co., Ltd.
- Sands, J. W., *et al*Service by Dresden Rural Telephone System (Thos. Conway).
- South Fredericksburg, Township ofApproval By-law 318, use of highways to Hawley Telephone Co., Ltd.
- Sprague Telephone SystemApplication for service of, by Frank Hickerson, *et al*.
- St. Vincent, Township ofApproval By-law No. 9 (1916), use of highways to Blind Line Telephone Co., Ltd.
- Stephenson, Township ofApproval By-law 446, use of highways to Raymond Telephone Association.
- Sarawak, Township ofApproval By-law 4 (1916), use of highways to Pleasant View Telephone Co.
- Sang, Chas., *et al* (Chippewa Hill Rural Telephone Co.)Use of highways in Township of Arran.
- Sang, Chas., *et al* (Chippewa Hill Rural Telephone Co.)Use of highways in Town of Southampton.
- SouthamptonUse of certain highways to Chas. Sand, *et al*, (Chippewa Hill Rural Telephone Co.).
- South Sherbrooke, Township ofApproval By-law 325, use of highways to Westport Rural Telephone Co., Ltd.
- South Monaghan, Township ofApproval By-law 311, use of highways to Millbrook Rural Telephone Co., Ltd.
- St. Mary's, Kirkton & Exeter Telephone Co., *et al*Arthur F. O'Neil, vs.
- St. John's Telephone Co. (D. G. MacNeil), *et al*Arthur F. O'Neil, vs.
- Snake River Telephone AssociationApproval By-law 289, Township of Ross, granting use of highways to.
- Snake River Telephone AssociationApproval By-law 56, Township Westmeath, granting use of highways to.
- South Malahide Telephone Co., Ltd.,Approval By-law 896, Township of Yarmouth, granting use of highways to.
- Slate River Local Telephone SystemApproval extension of, Township Paipoonge.
- South Malahide Telephone Co., Ltd.Approval By-law 151, Township of Dorchester, granting use of highways to.
- Scarboro Telephone Co., Ltd.Increase in charges for telephone service.
- Slater, Jas., *et al*, vs. Metcalfe Rural Telephone Co., Ltd.Terms, etc., for telephone service.
- South PorcupineCharge by Porcupine Telephone Lines, Ltd., for service with Timmins.
- South Diagonal Telephone Co., Ltd.Approval By-law No. 3 (1916), Township of Keppel, granting use of highways to.

Snake River Telephone Co., Ltd.	Approval By-law 172, Township of Westmeath, use of highways to.
Silver Creek Telephone Co.,	Approval By-law 141, Township of Amabel, use of highways to.
Simcoe, County of	Approval By-law 1183, use of certain highways to Everett Telephone Co.
Tye, Dr. P. L., and Dr. J. L. Barr, vs. Mornington & Wellesley Telephone Co., Ltd.	Intercommunication, etc.
Temiskaming Telephone Co., Ltd.; Highland Telephone Co., Ltd., vs.	Purchase of Applicant's Telephone Plant.
Temiskaming Telephone Co., Ltd.; Cobalt, vs.	Rescinding of Board's approval of discount system of collection of charges.
Tilbury Telephone Co., Ltd.	Increase in tariff charges.
Timmins	Approval revised charges for telephone service of Porcupine Telephone Lines, Ltd., etc.
Tisdale, Township of	Approval revised charges for telephone service of Porcupine Telephone Lines, Ltd., etc.
Tay, Township of	Approval By-law 627, plans and specifications for establishment of telephone system under Part II. of "The Ontario Telephone Act."
United Telephone Co., Ltd.; Christopher Rowell, vs.	Complaint <i>re</i> service.
United Telephone Co., Ltd.; <i>et al</i>	Arthur F. O'Neil, vs.
Uxbridge & Scott Telephone Co., Ltd.	Increase in charges for telephone service.
Upper Admaston Telephone Co., Ltd.	Approval By-law 216, Township of Admaston, use of certain highways to.
Upper Admaston Telephone Co., Ltd.	Approval By-law 254, Township of Bromley, use of certain highways to.
Warwick, Township of	Approval By-law 4 (1916), use of highways to Brooke Municipal Telephone System.
Welland County Telephone Co., Ltd.	Approval By-law No. 16, management and operation of System.
West Williams, Township of	Approval of By-law 456, use of highways to Park Hill Rural Telephone Co., Ltd.
Wilberforce & North Algona, Municipality of	Approval By-law granting use of highways to The Mink Lake Telephone Co.
Woodbridge & Vaughan Telephone Co., Ltd.	Approval "other line" charges.
Watt, Township of	Approval By-law 481, use of highways to Raymond Telephone Association.
West Williams Rural Telephone Association.	Service to Jno. A. Campbell, <i>et al</i> , and paralleling of pole leads of the Adelaide Telephone System.
Westport Rural Telephone Co., Ltd.	Approval By-law 325, Township of South Sherbrooke, use of highways to.
Wilberforce & North Algona, Townships of.	Approval By-law 426, use of highways to Wilberforce Telephone Co., Ltd.
Wilberforce Telephone Co., Ltd.	Approval By-law 426, Townships of Wilberforce & North Algona, use of highways to.
Westmeath, Township of	Approval By-law 56, use of highways to Snake River Telephone Association.
Wolftown Telephone Co., Ltd.	Approval By-law 252, Township of Bromley, use of highways to.
Waters, H., vs., Municipality of Percy	Party Line service.
Wilberforce, Township of	Approval By-law 432, use of highways to Dore Bay Telephone Co., Ltd.
Warton, Town of	Approval By-law 91, use of highways to Albemarle Telephone Co., Ltd.
Westmeath, Township of	Approval By-law 171, use of highways to Muskrat Lake Telephone Co., Ltd.
Westmeath, Township of	Approval By-law 172, use of highways to Snake River Telephone Co., Ltd.

Walsingham (South), Telephone Co., Ltd.	Approval By-law 410, Township of Houghton, use of highways to.
Walsingham (South), Telephone Co., Ltd.	Approval By-law 213, Township of North Walsingham, use of highways to.
Walsingham (North), Township of	Approval By-law 213, use of highways to South Walsingham Telephone Co., Ltd.
Yonge, Township of, Front of	Approval By-law 68, granting use of highways to Mallorytown Telephone Co., Ltd.
Yonge & Escott, Township of, Rear of	Approval By-law 557, use of highways to Plum Hollow & Eloida Independent Telephone Co., Ltd.
Yonge, Township of, Front of	Approval By-law 72, use of highways to Plum Hollow & Eloida Independent Telephone Co., Ltd.
Yarmouth, Township of	Approval By-law 896, use of highways to South Malahide Telephone Co., Ltd.
York & Ontario Independent Telephone Union	Approval tariff of tolls.

LIST OF BELL TELEPHONE AGREEMENTS APPROVED BY THE BOARD UNDER
SECTION 34 OF "THE ONTARIO TELEPHONE ACT."

Addison Rural Independent Telephone Company, Limited.	Halton Telephone Company, Limited.
Austin, D. S. (Murray-Brighton Telephone System).	Highland Telephone Company, Limited.
Barr, J. W. (V.S.); Tye, P. L. (M.D.), & Beatrice Telephone Assn., Limited.	Hopetown Telephone Company, Limited.
Beaver Valley Municipal Telephone System (Township of Euphrasia).	Horton & McNab Telephone Assn., Ltd.
Bell, J. R. (Rosseau Independent Telephone System).	Kaladar & Northern Telephone Co. (Wm. Both).
Belmont Telephone System.	Kemble-Sarawak Telephone Co., Ltd.
Bethesda & Stouffville Telephone Co., Ltd.	Kirkegaard, P.
Blind Line Telephone Co., Limited.	Lansdowne Rural Telephone Co., Ltd.
Both, Wm. (Kaladar & Northern Telephone Co.).	Leeds & Frontenac Rural Telephone Co., Limited.
Bracebridge & Muskoka Lakes Telephone Company, Limited.	MacDonald & Meredith, Tp. of.
Cameron Telephone Company, Limited.	Malahide & Bayham Telephone Association, Limited.
Campsall, W. E. (Muskoka Independent Telephone System).	Mallorytown Telephone Co., Limited.
Canadian Explosives, Limited.	Martintown Rural Telephone Co., Ltd.
Carscallen, H. A. (Tamworth Telephone System).	Massey Station Telephone Co., Limited.
Carscallen, H. A. (Carscallen Telephone System).	Mersea, Township of.
Coldwater, Village of.	Millard, C. G.
Cramahe, Township of.	Millbrook Rural Telephone Co., Ltd.
Dawn, Township of.	Mink Lake Rural Telephone Co., Ltd.
Dore Bay Telephone Company, Limited.	Mississippi Telephone Co., Limited.
Dunsford Telephone, Light & Power Co-operative Association, Limited.	Monck, Township of.
East Middlesex Telephone Co., Limited.	Mono Mills Independent Telephone Association, Limited.
Euphrasia, Township of (Beaver Valley Municipal Telephone System).	Murray-Brighton Telephone System (D. S. Austin).
Fallis Line Telephone Company, Limited.	Muskoka Independent Telephone System (W. E. Campsall).
Glasgow, A. E.	McNab Telephone Company, Limited.
Goderich, Township of.	North Cavan Rural Telephone Co., Ltd.
	Omemee Telephone Company, Limited.
	Pace, E. C. (Belmont Telephone System).
	Parkhill Rural Telephone Co., Ltd.
	Perry, F. A.

Rockwood & Oustic Telephone Co., Ltd.
Rosedale Rural Telephone Co., Ltd.
Rosseau Independent Telephone System
(J. R. Bell).
Russell, Dr. A. L.

South Crosby Rural Telephone Co., Ltd.
South McNaughton Telephone Co., Ltd.
Sprague Telephone System (J. G.
Sprague).
Stormont Telephone Company, Limited.

Tamworth Telephone System (H. A. Cars-
callen).
Tye, P. L. (M.D.), and Barr, J. W.
(V. S.).

Udney Telephone Company, Limited.
Union Telephone Company, Limited.

Watt, Township of.
Westport Rural Telephone Co., Limited.
Wightman, Robt.
Wilberforce Rural Telephone Co., Ltd.
Wolford Rural Telephone Co., Limited.

TABULATED SUMMARY OF ACCIDENT REPORTS RECEIVED IN 1916.

Passengers.	Employees.		Travellers on Highway		Travellers at Crossing.		Trespassers.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
2	229	2	16	9	111				13	356

MEMO. OF LEGISLATION UNDER WHICH THE BOARD EXERCISES
JURISDICTION.

ANNEXATION OF TERRITORY TO MUNICIPALITY.

Sections 11 to 23, inclusive, of "The Municipal Act."

Amended 1914, c. 33, secs. 1, 2, 3.

Amended 1915, c. 34, secs. 2, 3, 4.

AREA OF TOWN OR VILLAGE, LIMITED.

Section 14 of "The Municipal Act," and Sections 1, 2, 3 of "The Municipal Amendment Act, 1914" (c. 33).

ASSESSMENT APPEALS.

Section 79 of "The Assessment Act."

Amended 1915, c. 36, sec. 6.

Section 80 of "The Assessment Act."

Amended 1915, c. 36, sec. 7.

Amended 1916, c. 41, sec. 6.

BEACHES AND RIVER BEDS ACT, THE.

Chapter 245, R.S.O., 1914.

BOUNDARY LINES, DEVIATION OF ROADS ON, ETC.

Section 469 of "The Municipal Act."

(and see secs. 439, 453, 458, 468.)

BRIDGE, DISPENSING WITH RECONSTRUCTION OF.

Section 460 (9) and (10) of "The Municipal Act."

BY-LAWS.

Approval of, for Bridge Construction.

Section 289 (2) (e) of "The Municipal Act."

Approval of, for Extension of Debenture Issue Period.

Section 288 (9) of "The Municipal Act."

Approval of, for Extension of Municipal Railway Systems.

Section 232 of "The Ontario Railway Act."

Approval of, for Extension of Waterworks, Electric Light Plants, Sewers, or Gas Works.

Section 400 (3) of "The Municipal Act," 1913.

Amended Section 11, "The Municipal Amendment Act, 1914" (c. 33).

Approval of, for Investment of Sinking Fund.

Section 303 of "The Municipal Act."

Approval of, Granting Franchises.

Sections 5 and 6, Chapter 197, R.S.O., 1914.

Amended 1915, c. 38, sec. 1.

Approval of Interest Increase By-law.

Section 291 of "The Municipal Act."

Approval of, to Pay for Works ordered by Dominion or Ontario Railway, etc., Boards.

Section 289 (f) of "The Municipal Act."

Approval of, to Repeal By-laws as to that part of Moneys not raised.

Section 292 of "The Municipal Act."

Validation of, and Debentures.

Section 295 of "The Municipal Act."

Amended 1914, c. 33, sec. 8.

CONSOLIDATION OF FLOATING DEBT OR CONSOLIDATION OR RENEWAL OF DEBENTURES BY ACT
OF LEGISLATURE.

Rule 61a, page 421, Votes and Proceedings of The Legislative Assembly, 27th
March, 1907.

ERECTION OF VILLAGES AND TOWNS INTO TOWNS AND CITIES.

Section 20 of "The Municipal Act."

FRANCHISES, APPROVAL OF BY-LAWS GRANTING, R.S.O., c. 197, secs. 5 and 6.
Amended 1915, c. 38, sec. 1.

HIGHWAYS, WIDTH OF.

Section 20, 4 Geo. V, c. 33.
Section 81 (14) and (18), c. 124, R.S.O., and 4 Geo. V, c. 23, secs. 3 and 4.
Section 109, c. 126, R.S.O.
Section 3 (2), c. 194, R.S.O.

INCORPORATION OF TOWNS IN UNORGANIZED TERRITORY.

Section 19 of "The Municipal Act."
Amended 1915, c. 34, sec. 4.

INTERSWITCHING, ETC., BETWEEN DOMINION AND PROVINCIAL RAILWAYS.

Section 228, cap. 37, R.S.C., 1906.
Section 5, cap. 22, 1911 (Dominion).
Section 131 of "The Ontario Railway Act."

LOCAL IMPROVEMENTS, PETITIONS AGAINST.

Sections 7 and 9, c. 193, R.S.O.
Amended 1914, c. 21, sec. 42.
Amended 1915, c. 35, sec. 4.

MORTGAGES OF RAILWAYS TO BE DEPOSITED WITH BOARD.

Subsection 4 of Section 48 of "The Ontario Railway Act."

ONTARIO RAILWAY ACT, THE.

Chapter 185 of The Revised Statutes of Ontario, 1914.
Amended 1916, c. 31, sec. 10.

ONTARIO RAILWAY AND MUNICIPAL BOARD ACT, THE.

Chapter 186 of The Revised Statutes of Ontario, 1914.
Amended 1915, c. 31.
Amended 1916, c. 24, secs. 25 and 26.

PARKS, SETTING ASIDE PART OF, FOR SPORTS, ETC.

Section 13 (6) of "The Public Parks Act" (c. 203, R.S.O., 1914).

PLANS OF CITY AND SUBURBAN LANDS.

Chapter 194, R.S.O., 1914.

PUBLIC UTILITIES ACT, THE.

Chapter 204, R.S.O., 1914.
Amended 1914, c. 35.

PUBLIC WORKS OF ONTARIO, AN ACT RESPECTING.

Chapter 35, R.S.O., 1914, Sections 29, *et seq.*, and Section 46.

TAXATION OF MINES AND NATURAL GAS, ACT RESPECTING.

Chapter 26, R.S.O., 1914, sec. 12 (3), *et seq.*

TELEPHONE SYSTEMS.

Chapter 188, R.S.O., 1914.
Amended 1914, c. 32.
Amended 1915, c. 33.
Amended 1916, c. 38.

TEMISKAMING AND NORTHERN ONTARIO RAILWAY ACT, ACT RESPECTING.

Section 17, Chapter 38, R.S.O., 1914.

TOWNSHIP, SEPARATION OF JUNIOR, FROM UNION.

Section 30 of "The Municipal Act."

(NOTE.—The above list is prepared to facilitate reference to legislation, and does not purport to be exhaustive.)

TARIFF OF FEES.

The Ontario Railway and Municipal Board orders and directs that the following sums in law stamps shall be paid on the following orders and the following fees in every application or matter coming before the Board:—

In contentious matters requiring a hearing, there shall be paid in law stamps the sum of \$15.00 for each day or fraction thereof over one-half day, and the sum of \$10.00 for each half day or less occupied by the hearing.

On orders under Section 295 of "The Municipal Act," for validating By-laws and Debentures, the following sums shall be paid in law stamps:—

		Law Stamps.
Where the issue of Debentures amounts to \$10,000 or less		\$15 00
Over \$10,000 and up to \$15,000		20 00
" \$15,000 " \$20,000		25 00
" \$20,000 " \$25,000		30 00
" \$25,000 " \$30,000		35 00
" \$30,000 " \$40,000		40 00
" \$40,000 " \$50,000		45 00
" \$50,000 " \$60,000		50 00
" \$60,000 " \$70,000		55 00
" \$70,000 " \$80,000		60 00
" \$80,000 " \$90,000		65 00
" \$90,000 " \$100,000		70 00
" \$100,000 " \$110,000		75 00
" \$110,000 " \$120,000		80 00
" \$120,000 " \$130,000		85 00
" \$130,000 " \$140,000		90 00
" \$140,000 " \$150,000		95 00
" \$150,000 " \$160,000		100 00
" \$160,000 " \$170,000		105 00
" \$170,000 " \$180,000		110 00
" \$180,000 " \$190,000		115 00
" \$190,000 " \$200,000		120 00

The following sums shall be paid in law stamps on the following orders:—

On Orders for Approval of By-laws for works ordered by Dominion or Ontario Railway Boards	\$10 00
Mun. Act, sec. 289 (f).	
On Orders for Approval of By-laws for extension of Waterworks, Electric Light or Gasworks, etc.	\$10 00
(Mun. Act, sec. 400 (3).	
On Orders for Approval of Sinking Fund Investment By-laws	\$5 00
Mun. Act, sec. 303.	
On Orders for Approval of Extension of Debenture Issue Period	\$5 00
Mun. Act, sec. 288 (9).	
On Orders for Approval of By-laws increasing the rate of interest on debentures	\$5 00
Mun. Act, sec. 291.	
On Orders for Approval of Bridge Construction By-laws.....	\$5 00
Mun. Act, sec. 289 (e).	
On Orders approving Railway Companies' Public By-laws and Rules	\$2 00
On Orders approving Railway Companies' Tolls and Tariffs	\$2 00
On Orders approving Railway Fenders, sec. 253 of "The Ontario Railway Act".	\$5 00
On Orders approving Railway Companies' Examiner of Motormen.....	\$1 00
On certifying Plans under "The City and Suburbs Plans Act".....	\$5 00
C. 194, R.S.O., 1914.	

On Orders not included in above list, such sums as the Board shall direct.

STATEMENT IN DETAIL OF TRAVELLING EXPENSES AND DISBURSEMENTS.

1916.		
January.	A. B. Ingram, Vice-Chairman	\$12 50
	F. Dagger, Elec. and Tel. Expert	54 35
	W. C. Coe, Official Stenographer	25 35
February.	D. M. McIntyre, K.C., Chairman	21 25
	A. B. Ingram, Vice-Chairman	26 75
	H. N. Kittson, Commissioner	15 25
	H. C. Small, Secretary	13 40
	F. Dagger, Elec. and Tel. Expert	55 00
	W. C. Coe, Official Stenographer	48 10
March.	D. M. McIntyre, K.C., Chairman	17 50
	A. B. Ingram, Vice-Chairman	28 55
	H. N. Kittson, Commissioner	8 60
	H. C. Small, Secretary, and Office	4 45
	W. C. Coe, Official Stenographer	38 85
	F. Dagger, Elec. and Tel. Expert	78 70
April.	D. M. McIntyre, K.C., Chairman	3 10
	A. B. Ingram, Vice-Chairman	30 55
	H. N. Kittson, Commissioner	29 65
	H. C. Small, Secretary, and Office	60
	F. Dagger, Elec. and Tel. Expert	55 70
	W. C. Coe, Official Stenographer	56 85
May.	D. M. McIntyre, K.C., Chairman	21 85
	A. B. Ingram, Vice-Chairman	27 10
	F. Dagger, Elec. and Tel. Expert	80 50
	W. C. Coe, Official Stenographer	33 65
June.	D. M. McIntyre, K.C., Chairman	13 95
	A. B. Ingram, Vice-Chairman	64 36
	H. N. Kittson, Commissioner	41 80
	H. C. Small, Secretary, and Office	2 25
	F. Dagger, Elec. and Tel. Expert	89 75
	W. C. Coe, Official Stenographer	63 80
July.	D. M. McIntyre, K.C., Chairman	22 00
	A. B. Ingram, Vice-Chairman	43 90
	H. N. Kittson, Commissioner	35 30
	H. C. Small, Secretary	20 05
	F. Dagger, Elec. and Tel. Expert	58 71
	W. C. Coe, Official Stenographer	74 70
August.	D. M. McIntyre, K.C., Chairman	2 90
	A. B. Ingram, Vice-Chairman	49 69
	H. N. Kittson, Commissioner	43 30
	F. Dagger, Elec. and Tel. Expert	67 05
	W. C. Coe, Official Stenographer	42 55
September.	D. M. McIntyre, K.C., Chairman	12 05
	A. B. Ingram, Vice-Chairman	11 75
	H. N. Kittson, Commissioner	12 10
	H. C. Small, Secretary, and Office	9 45
	F. Dagger, Elec. and Tel. Expert	27 65
	W. C. Coe, Official Stenographer	21 30
October.	D. M. McIntyre, K.C., Chairman	19 40
	A. B. Ingram, Vice-Chairman	153 74
	H. N. Kittson, Commissioner	144 15
	H. C. Small, Secretary, and Office	114 32
	F. Dagger, Elec. and Tel. Expert	80 10
	W. C. Coe, Official Stenographer	72 25
November.	D. M. McIntyre, K.C., Chairman	19 10
	A. B. Ingram, Vice-Chairman	30 25
	H. C. Small, Secretary, and Office	18 46
	F. Dagger, Elec. and Tel. Expert	91 65
	W. C. Coe, Official Stenographer	61 45
	Mr. McIntyre, Mr. Ingram, Mr. Kittson, Mr. Dagger and Mr. Coe— North Bay to South Porcupine and return: Total.....	38 04

December.	D. M. McIntyre, K.C., Chairman	21 05
	A. B. Ingram, Vice-Chairman	97 16
	H. C. Small, Secretary, and Office	10 30
	F. Dagger, Elec. and Tel. Expert	131 50
	W. C. Coe, Official Stenographer	49 85
		<hr/>
		\$2,771 28

THE FOLLOWING GIVES A BRIEF SUMMARY OF THE EXTENSIONS AND IMPROVEMENTS MADE TO THE RAILWAYS UNDER PROVINCIAL JURISDICTION DURING THE YEAR 1916.

*THE BERLIN AND NORTHERN RAILWAY.

During the year ending 30th November, 1916, this Company report that there were no extensions to track, nor expenditure made on track improvements, overhead structure, rolling stock, buildings, etc.

*BERLIN AND WATERLOO STREET RAILWAY.

This Company report that during the year ending November 30th, 1916, there were no track extensions, but the following expenditures were made for improvements:

Buildings	\$6 20
Rolling stock	1,264 85
Track	1,147 69†
	<hr/>
	\$2,418 74

CORNWALL STREET RAILWAY, LIGHT AND POWER COMPANY, LIMITED.

For the year ending 30th November, 1916, this Company report that there were no extensions made to track, and no expenditure made on track improvements, overhead structure, rolling stock, etc., other than ordinary repairs.

FORT WILLIAM ELECTRIC RAILWAY.

For the year ending 30th November, 1916, the above Company report that they made no extensions to track. There was an expenditure made of \$800.00 on improvements to the car barns heating system.

GALT, PRESTON AND HESPELER STREET RAILWAY COMPANY, LIMITED.

This Company report that during the year ending 30th November, 1916, they made an extension to track of .567 miles, at a cost of \$16,407.11. New rails and a brick pavement were also laid in connection with the above extensions.

THE GUELPH RADIAL RAILWAY COMPANY.

This Company report that during the year ending 30th November, 1916, there were no extensions made to track. They also report the following expenditure:

Heating	\$54 95
Shop	18 14
Shop equipment	278 33
Park and resort property	14 70
Electrical equipment of cars	65 00
	<hr/>
Total	\$431 12

*Name "Berlin" changed to "Kitchener."
†Constructed 1914—annual payment on same.

THE HAMILTON STREET RAILWAY COMPANY.

During the year ending 30th November, 1916, this Company report an expenditure of \$38,849.35 as a further expenditure on 11.75 miles of track started in 1913; 11.10 miles in operation. They also report a total expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of \$56,498.14.

THE HAMILTON AND DUNDAS STREET RAILWAY COMPANY.

This Company report that during the year ending November 30th, 1916, there were no track extensions, and no expenditures made on track improvements, overhead structure, rolling stock, buildings, etc.

HAMILTON, GRIMSBY AND BEAMSVILLE ELECTRIC RAILWAY Co.

This Company also report that during the year ending 30th November, 1916, there were no track extensions. There was a total expenditure of \$650.00 made on track improvements, rolling stock, buildings, machinery, etc.

THE HAMILTON AND BARTON INCLINE RAILWAY.

During the year ending 30th November, 1916, this Company report that they made no track extensions, and that there was no expenditure on track improvements, rolling stock, buildings, etc., other than for ordinary repairs.

THE HAMILTON MOUNTAIN PARK COMPANY, LIMITED.

This Company report that during the year ending 30th November, 1916, there were no extensions to track. They also report a total expenditure on track improvements, rolling stock, buildings, machinery, etc., of \$1,395.49.

THE HUNTSVILLE AND LAKE OF BAYS RAILWAY COMPANY.

During the year ending 30th November, 1916, this Company report that they made no track extensions, but that they made an expenditure of \$489.76 on track improvements, rolling stock, buildings, machinery, etc.

THE INTERNATIONAL RAILWAY COMPANY (Niagara Falls Park and River Division).

This Company report* that during the year ending 30th November, 1916, they did not make any extensions to track. They also report a total expenditure on improvements, buildings, etc., as follows:

Rolling stock	\$10,116 64
Track improvement	11,242 45
Total	\$21,359 09

THE INTERNATIONAL TRANSIT COMPANY.

During the year ending 30th November, 1916, this Company report that there were no track extensions, and no expenditure made on track improvements, overhead structure, rolling stock, buildings, etc., other than for ordinary maintenance.

KINGSTON, PORTSMOUTH AND CATARAQUI ELECTRIC RAILWAY COMPANY.

This Company report that during the year ending 30th November, 1916, they made no extensions to track, and no expenditures on improvements, buildings, rolling stock, etc., except for repairs only.

LAKE HURON AND NORTHERN ONTARIO RAILWAY COMPANY.

During the year ending 30th November, 1916, this Company report that there were no extensions made to track. The total expenditure made on track improvements, overhead structure, rolling stock, buildings, etc., was \$1,100.00.

THE LONDON STREET RAILWAY COMPANY.

This Company report that during the year ending 30th November, 1916, a second track was placed on Dundas Street East to the extent of 1,762 feet, at an approximate cost of \$8,000.00. They also report the following expenditures:

Track and roadway	\$53,707 94
Electric line construction	885 44
Buildings and fixtures	43 75
Car account	56 15
Miscellaneous equipment	42 83
Total expenditure	\$54,736 11

MIDLAND, SIMCOE RAILWAY COMPANY.

A firm of accountants in Montreal, acting for the above railway, reports that this property was closed down in November, 1913, and that no work has been done on the property since.

MOUNT MCKAY AND KAKABEKA FALLS RAILWAY COMPANY.

This Company report that during the year ending 30th November, 1916, they made no extensions to track. Under the head of improvements to rolling stock, buildings, machinery, etc., they expended \$2,388.37 on operating equipment.

PETERBOROUGH RADIAL RAILWAY.

During the year ending 30th November, 1916, this Company report that no extensions were made to track, and that from March 1st, 1916, to 30th November, 1916, there was an expenditure of \$677.83 made on track improvements, rolling stock, buildings, etc.

NOTE: This railway is now under the jurisdiction of the Hydro-Electric Power Commission, by Order-in-Council.

PORT ARTHUR CIVIC RAILWAY.

This Company report that during the year ending 30th November, 1916, they extended their track 200 feet, at a cost of \$1,398.56. They also expended on improvements as follows:

Repairs to Cumberland Street roadbed	\$6,919 67
Repairs to Arthur Street roadbed	65 22
New snow plough, part cost	676 30
Converting double-ended cars into single-end cars for one man service	702 37
Total	\$8,363 56

THE PORT STANLEY ELEVATOR COMPANY, LIMITED. (Incline Railway.)

(Located at Port Stanley.)

The Manager and Treasurer of The London and Port Stanley Railway alleges that The London and Port Stanley Railway purchased this Incline Railway from The Port Stanley Elevator Company, and are operating it as a Dominion undertaking, although no documentary evidence has been received by this Board indicating that a legal transfer had been made which would place The Port Stanley Elevator Company under the jurisdiction of the Board of Railway Commissioners for Canada.

ST. THOMAS MUNICIPAL STREET RAILWAY.

This Company report that during the year ending 30th November, 1916, they did not make any extension to track, and that there were no expenditures on track improvements, rolling stock, machinery, etc.

SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY.

During the year ending November 30th, 1916, this Company report an extension to track of 2,000 feet at a cost of \$19,635.78. They also report an expenditure on improvements as follows:

Light plant	\$5,543 93
Cars	11,248 31
Power house	3,945 62
Total expenditure	\$20,737 86

SARNIA STREET RAILWAY COMPANY, LIMITED.

This Company report an extension to track during the year ending 30th November, 1916, of 2,200 feet, at a cost of \$3,861.98. They also report an expenditure on improvements, rolling stock, buildings, etc., of \$334.87.

SUDBURY, COPPER CLIFF SUBURBAN ELECTRIC RAILWAY.

During the year ending 30th November, 1916, this Company report an expenditure of \$10,410.97 on extension of track, and of \$27,438.08 on track improvements, rolling stock, buildings, machinery, etc.

TEMISKAMING AND NORTHERN ONTARIO RAILWAY.

This Company report that they made no extension to track during the year ending 30th November, 1916. They report an expenditure of \$547,782.18 on track improvements, overhead structure, rolling stock, buildings, machinery, etc.

THURLOW RAILWAY COMPANY.

The Company operating this railway report that there were no extensions made to track during the year ending November 30th, 1916, and that no expenditure was made on track improvements, rolling stock, buildings, etc.

TORONTO CIVIC RAILWAY.

This Company report that during the year ending 30th November, 1916, there was an extension made to track (double track) of .615 miles, at a cost of \$96,960.44. They also report an expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., of \$104,185.33.

THE TORONTO RAILWAY COMPANY.

During the year ending 30th November, 1916, this Company report an extension to track of .742 miles. They report an expenditure on track improvements, overhead structure, rolling stock, buildings, machinery, etc., for the twelve months of 1916, of \$225,000.

THE TORONTO SUBURBAN RAILWAY COMPANY.

This Company report for the year ending 30th November, 1916, under the head of extension to track, 12.02 miles on their Weston to Woodbridge line, which was opened for traffic on October 10th, 1914, but not formally taken over from the Construction Company. They state the cost not known. They also report an expenditure as follows, on improvements:

Sub-station equipment	\$7,770 48
Waiting rooms	35 21
A. C. line construction	796 02
Total	\$8,601 71

THE TORONTO AND YORK RADIAL RAILWAY COMPANY.

This Company report that they made no extension to track during the year ending 30th November, 1916. They report, however, an expenditure on track improvements, rolling stock, buildings, machinery, etc., of \$8,435.91.

WINDSOR AND TECUMSEH RAILWAY COMPANY.

NOTE: This Company is leased to and operated by the Sandwich, Windsor and Amherstburg Railway, and the expenditures are included with those of the S. W. & A. Ry.

No.	Name of Railway.	Length of road first main track	Length of second main track	Total length of main track	Length of sidings and turnouts	Total computed as single track	Length under construction		No. Power Houses	Remarks
							Steam	Water		
1	Kitchener and Northern.....	2.45	.....	2.45	.01	2.55	0.4	.....	.....	Purchase Power from Berlin Light Com.
2	Kitchener and Waterloo Street.	3.28	1.40	1.68	.58	5.06	.....	.....	.....	“ “ “ “ “ “
3	Cornwall Street Railway Light and Power Co., Ltd.....	4.	.....	4.	2.5	6.5	.....	.....	1	Purchase Power from Kam. Power Co.
4	Fort William (Municipal).....	4.53	4.46	8.99	.43	19.95	1.66	.....	.....	“ “ “ “ “ “
5	Galt, Preston and Hespeler St..	15.66	2.40	18.06	17.18	35.81	.....	.....	1	“ “ “ “ “ “
6	Guelph Radial (Municipal).....	8.5	.....	8.33	.5	8.83	.....	.....	.....	“ “ “ “ “ “
7	Hamilton Street.....	16.08	16.08	33.06	.10	33.16	0.75	.....	.....	“ “ “ “ “ “
8	Hamilton and Dundas.....	5.85	.....	5.85	1.67	7.52	.....	.....	.....	“ “ “ “ “ “
9	Hamilton, Grimsby and Beamsville Electric.....	22.06	.....	22.06	3.	25.6	.....	.....	.....	“ “ “ “ “ “
+10	Hamilton & Barton Incline Ry Co.	.11	.12	.....	.....	.23	.....	.....	1	“ “ “ “ “ “
+11	Hamilton and Mountain Park Co., Ltd. (Incline).....	.13	.13	.....	.....	.26	.....	.....	.....	“ “ “ “ “ “
*12	Huntsville and Lake of Bays..	1.45	.....	1.45	.31	1.76	.....	.....	.....	“ “ “ “ “ “
13	International N.F.P. & River Div,	11.91	11.20	23.11	1.37	24.48	.....	.....	1	“ “ “ “ “ “
14	International Transit.....	4.10	.....	4.10	.6	4.16	.....	.....	.....	“ “ “ “ “ “
15	Kingston, Portsmouth and Cataraqui Electric.....	8.	.....	8.	.13	8.13	.....	.....	.....	“ “ “ “ “ “
16	London Street	27.02	7.56	34.58	.94	35.52	.42	.....	1	“ “ “ “ “ “
*17	Lake Huron and Northern Ont..	16.	.....	16.	2.20	18.20	26.	.....	.....	“ “ “ “ “ “
*18	Midland Simcoe.....	6.	.....	6.	.....	6.	.....	.....	.....	“ “ “ “ “ “
*19	Mount McKay & Kakabeka Falls.	5.	.....	5.	1.50	6.50	.....	.....	.....	“ “ “ “ “ “
20	Peterborough Radial.....	7.	.....	7.	.080	7.80	0.40	.....	.....	“ “ “ “ “ “
21	Port Arthur (Municipal).....	12.43	6.10	18.53	1.04	19.57	.....	.....	1	“ “ “ “ “ “
+22	Port Stanley Elevator Co., Ltd. (Incline).....	.13	.13	.....	.....	.26	.....	.....	.....	“ “ “ “ “ “
23	Sarnia Street Railway Co., Ltd.	8.25	.....	8.25	1.	9.25	.....	.....	.....	“ “ “ “ “ “
24	Sandwich, Windsor & Amherstburg	24.87	4.512	29.40	1.13	31.33	.....	.....	2	“ “ “ “ “ “
25	St. Thomas Street (Municipal).	4.25	2.50	6.75	.25	7.25	.....	.....	1	“ “ “ “ “ “
*26	Sudbury & Copper Cliff Sub. Elec	7.07	.....	7.07	.13	7.20	.....	.....	.....	“ “ “ “ “ “
*27	Temiskaming & Northern Ont..	328.60	1.70	330.30	110.25	440.55	.....	.....	.....	“ “ “ “ “ “
*28	Thurlow	2.671	.....	2.671	2.766	5.437	.....	.....	.....	“ “ “ “ “ “
29	Toronto Street	58.313	2.608	119.635	18.566	138.201	.....	.....	1	“ “ “ “ “ “
30	Toronto Civic (Municipal).....	9.15	9.15	18.30	1.076	19.376	.615	.....	.....	“ “ “ “ “ “
31	Toronto Suburban.....	18.791	.....	18.791	1.360	20.151	46.	.....	1	“ “ “ “ “ “
32	Toronto and York Radial	72.43	.....	72.43	9.57	82.	.....	.....	2	“ “ “ “ “ “
33	Windsor and Tecumseh	9.49	.....	9.49	.31	9.80	.....	.....	.....	“ “ “ “ “ “
Total.....		725.595	70.050	851.337	180.348	1048.395	76.245	.....	11	3

* Operated by steam. † Incline Railways.

TORONTO, 1916.

Summary by months of all Accidents occurring on Street Railway Lines within Toronto City limits under the jurisdiction of this Board.
January 1st to December 31st, 1916.

Nature of Accident.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Collision of cars with cars .....	....	1	6	1	....	....	2	....	....	2	3	....	15
Collision of cars with autos ...	81	65	65	74	130	95	81	94	120	107	117	146	1,175
Collision of cars with motor-cycles and bicycles	7	10	5	15	34	24	13	16	15	10	16	12	177
Collision of cars with waggons	62	46	87	57	63	46	41	43	55	70	92	75	737
Boarding Cars	37	36	47	28	33	20	31	11	34	18	26	28	349
Alighting from cars	79	67	54	73	60	45	48	55	64	62	71	43	721
Derailment of cars	1	....	....	....	....	....	....	....	....	....	....	....	1
Miscellaneous	35	40	57	31	49	29	34	30	33	28	33	27	426
Total (all accidents)	302	265	321	279	369	259	250	249	321	297	358	331	3,601
Personal injuries, all degrees—													
To passengers	42	38	69	35	43	30	42	40	44	49	50	46	528
To others	8	21	6	15	22	21	25	13	15	22	22	4	194
Totals	50	59	75	50	65	51	67	53	59	71	72	50	722
Fatal—													
To passengers .....	....	....	....	1	....	....	....	....	....	....	....	....	1
To others .....	....	1	....	....	....	....	....	....	3	....	....	1	5
Totals .....	....	1	....	1	....	....	....	....	3	....	....	1	6

HAMILTON, 1916.

Accidents on Hamilton Street Railway, Hamilton and Dundas Railway and Hamilton, Grimsby, and Beamsville Railway lines within Hamilton City limits, and under the jurisdiction of this Board.

Nature of Accident.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Collision of cars with cars	1	1	....	....	....	....	1	....	....	1	....	2	6
Collision of cars with autos ...	....	1	....	....	....	....	....	1	....	1	....	1	4
Collision of cars with motor-cycles and bicycles.....	....	....	....	1	1	....	1	....	1	3	....	....	7
Collision of cars with waggons	3	3	....	2	1	....	1	....	....	....	....	1	11
Boarding Cars	6	4	4	3	2	1	4	3	....	....	2	4	33
Alighting from cars	6	8	7	9	6	7	2	5	2	4	4	3	63
Derailment of cars .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Miscellaneous	8	2	6	5	3	5	2	4	3	2	1	3	44
Total (all accidents).....	24	19	17	20	13	13	11	13	6	11	7	14	168
Personal injuries, all degrees—													
To passengers.....	14	12	12	14	10	10	8	8	2	6	6	8	110
To others.....	9	4	5	6	3	3	5	3	3	5	1	6	53
Totals	23	16	17	20	13	13	13	11	5	11	7	14	163
Fatal—													
To passengers.....	....	....	....	....	....	....	....	....	....	....	....	....	....
To others.....	....	....	....	....	....	....	....	1	1	....	....	....	2
Totals .....	....	....	....	....	....	....	....	1	1	....	....	....	2

LONDON.

Accidents on London Street Railway only.

Nature of Accident.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Collision of cars with cars ....	....	2	....	....	3	2	2	2	3	2	4	2	22
Collision of cars with autos ...	6	6	6	4	9	14	11	14	11	11	15	15	122
Collision of cars with motor-cycles and bicycles .....	....	....	....	....	....	1	3	....	....	....	1	1	6
Collision of cars with wagons .	6	5	4	6	9	6	8	12	6	9	8	9	88
Boarding cars.....	1	3	3	5	2	1	1	3	2	1	1	....	23
Alighting from cars	2	3	3	6	6	7	3	3	7	5	6	8	59
Derailment of cars .....	....	....	....	....	....	....	....	....	....	....	1	....	1
Miscellaneous	3	4	2	2	7	7	5	4	4	3	1	4	46
Total (all accidents)	18	23	18	23	36	38	33	38	33	31	37	39	367
Personal injuries, all degrees—													
To passengers.....	2	2	2	6	6	5	....	1	4	3	3	3	37
To others .....	....	....	1	1	2	3	4	4	1	1	2	3	22
Totals	2	2	3	7	8	8	4	5	5	4	5	6	59
Fatal—													
To passengers.....	....	....	....	....	....	....	....	....	....	....	....	....	....
To others .....	....	....	....	....	....	....	....	1	....	....	....	....	1
Totals .....	....	....	....	....	....	....	....	1	....	....	....	....	1

FORM THAT MAY BE USED IN CONNECTION WITH THE EXAMINATION OF MOTORMEN.

Name of City or Town.

..... 191 .

NAME OF RAILWAY.

This is to certify, that acting under the Ontario Railway Act, 1914, R.S.O., chapter 185, section 263, I have fully examined the who is years of age and feet inches high, weighslbs., complexion, as to his fitness as a motorman, that the said is of steady habits, and is in physical ability, intelligence and general knowledge of, and experience in, this work qualified to act as motorman on any electric motor car of said Company.

I have been duly appointed an examiner under the said Act, my appointment being dated

Name
Examiner.

FORM.

COPY OF FORM TO BE USED BY COMPANIES IN REPORTING ACCIDENTS.

Accidents: Regulations Under and in Pursuance of Sections 274 and 279 of "The Ontario Railway Act, 1914." R.S.O., Chapter 185.

Accidents.—Every company upon the happening of an accident shall give to the Ontario Railway & Municipal Board notice thereof in writing by delivering the same at the office of the Board in the City of Toronto or by mailing it, postage prepaid, in a registered letter addressed to the Board.

Such notice shall contain a statement signed by a duly authorized officer of such company, setting forth the information and particulars hereinafter mentioned.

Such statement shall be divided into paragraphs each of which shall include and refer to one (or one group) only of the numbered particulars hereinafter mentioned, and the paragraph referring to each respective numbered particular shall bear the number corresponding to the number hereinafter given for each such particular.

The numbers of paragraphs and the particulars to which each shall refer as aforesaid, are as follows:—

1. Name or names of company or companies concerned in accident.
2. Numbers of train, engine, car or motor.
3. Date and time of accident.
4. Nature of accident.
5. Exact location.
6. Name in full, address and legal addition of each person injured or killed.
7. Age.
8. Married or single.
9. Passenger, employee or other.
10. If employee, length and nature of service with dates and periods of different occupations (if more than one).

11. If employee, character, experience, skill and fitness with respect to occupation at time of accident.

12. How engaged at time of accident, and how long on duty.

13. Cause of accident, how same occurred, with full particulars and details and diagram if required.

14. Persons in charge, with full names, addresses and the particulars referred to in paragraphs 10, 11 and 12.

15. Result to person and particulars of injury.

16. Result to property, including amount of damage.

17. Names and addresses of all persons present at, or eye-witnesses of, the accident.

18. What investigation (if any), and result of same.

19. Verdict (if any).

The Board reserves the right to require such further and other details, particulars, maps, plans, profiles, documents, models and information or illustration of any kind as the nature of the accident and a full understanding thereof may suggest or require.

In pursuance of sections 274 and 279 of said Act, the Board declares that all such information so given in pursuance of this regulation shall be privileged.

Signature of Officer.

N.B.—Give name of officer who fills out this report.

INDEX TO RAILWAY LEGISLATION.

LIST NO. 2.

The following index has been made with the object of continuing in chronological order all the legislation passed by both the Dominion and the Provincial Governments since 1867, affecting railways situated wholly or partially within the Province of Ontario.

"List No. 2" was commenced on page 272 of our Ninth Annual Report and continued to page 354.

	Chap.	Year
ALGOMA CENTRAL AND HUDSON BAY RAILWAY COMPANY:		
Dominion Statute	32	1916
Act respecting.		
BUFFALO AND FORT ERIE FERRY AND RAILWAY COMPANY:		
Ontario Statute	101	1916
Act to incorporate.		
CANADIAN NORTHERN RAILWAY COMPANY:		
Dominion Statute	20	1916
Act respecting rentals payable to The Mount Royal Tunnel and Terminal Company, Limited.		
CANADIAN NORTHERN ONTARIO RAILWAY COMPANY:		
Dominion Statute	37	1916
Act respecting.		
CANADIAN NORTHERN ONTARIO RAILWAY COMPANY; CANADIAN NORTHERN RAILWAY COMPANY AND CANADIAN PACIFIC RAILWAY COMPANY:		
Dominion Statute	38	1916
Act to confirm certain agreements between.		
13 R.M.		

ESSEX TERMINAL RAILWAY COMPANY AND CITY OF WINDSOR:		
Ontario Statute	102	1916
Act respecting.		
GANANOQUE AND ARNPRIOR RAILWAY COMPANY:		
Ontario Statute	103	1916
Act to amend.		
GRAND VALLEY RAILWAY:		
Dominion Statute	42	1916
Act to enable the Corporation of the City of Brantford to own and operate the Grand Valley Railway.		
MOUNT MCKAY AND KAKABEKA FALLS RAILWAY COMPANY:		
Ontario Statute	104	1916
Act respecting.		
NIAGARA, ST. CATHARINES AND TORONTO RAILWAY COMPANY:		
Dominion Statute	46	1916
Act respecting.		
ONTARIO NIAGARA CONNECTING BRIDGE COMPANY:		
Dominion Statute	31	1916
Act to incorporate.		
<i>Declared to be a work for the general advantage of Canada.</i>		
SUDBURY-COPPER CLIFF SUBURBAN ELECTRIC RAILWAY COMPANY:		
Ontario Statute	94	1916
See Act respecting Town of Sudbury.		
TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY:		
Dominion Statute	50	1916
Act respecting.		
TORONTO, NIAGARA AND WESTERN RAILWAY COMPANY:		
Dominion Statute	51	1916
Act respecting.		

TABLES A, B AND C.

The following tables A, B and C have been compiled for the purpose of showing the various subsidies voted from July 1, 1867, by the Province of Ontario to Railways constructed wholly or partly within the Province.

Table A sets forth the subsidies voted by the Province of Ontario to the various Railways therein mentioned. These subsidies, however, have not all been paid in cash. In some cases the Railways have received the whole amount in cash, others have received the whole amount in certificates of the Province of Ontario, bearing interest at the rate of $3\frac{1}{2}$ per cent. per annum, while others have received payment partly in cash and partly in certificates of Ontario with interest at $3\frac{1}{2}$ per cent.

Table B shows what cash the Railways have received, the amounts which the Province has paid in respect of the certificates, and the amount of outstanding certificates. The amounts set forth in the total column in Table B represent the amounts paid to Railway Companies respectively, together with the amount of the unredeemed certificates issued to such Railways. The difference between the gross sum of the subsidies voted and the total amount paid by the Government to Railways and the unpaid liability due by the Government in respect of such subsidies is made up of the interest at the rate of $3\frac{1}{2}$ per cent. for the term of years over which the payment of the Government is distributed.

Table C is a statement showing amounts payable annually for certificates issued by the Treasurer of the Province for "Aid to Railways" and Annuities.

Note.—These following statements are taken from the Public Accounts for the year ending 31st October, 1916.

TABLE A.
AID TO RAILWAYS FROM CONFEDERATION TO OCTOBER 31ST, 1916.

Name of Railway.	Miles.	Rate.	Subsidy Voted.
Algoma Eastern	53.	\$5,000 00	\$265,000 00
Algoma Central & Hudson's Bay Railway.....	99.81	2,000 00	199,620 00
Bay of Quinte.....	28.45	3,000 00	85,350 00
Belleville and North Hastings.....	22.	3,000 00	66,000 00
Brantford, Norfolk & Port Burwell	33.27	2,000 00	66,540 00
Bruce Mines & Algoma	17.	3,000 00	51,000 00
Canada Central.....	20.029	2,650 00	53,000 00
do	20.	2,650 00	53,000 00
do	7.531	2,650 00	19,957 15
Canada Southern	62.901	2,000 00	125,802 00
Central Counties	31.	2,000 00	62,000 00
do	7.	1,200 00	8,400 00
Central Ontario	50.500	3,000 00	151,500 00
Cobourg, Peterboro' & Marmora	9.37	2,000 00	18,740 00
Credit Valley	153.061	3,000 00	459,183 00
Canada Atlantic.....	65.72	4,000 00	262,880 00
Erie & Huron.....	40.556	2,000 00	81,112 00
Grand Trunk, Georgian Bay & Lake Erie.....	79.3	2,000 00	158,600 00
Grand Junction.....	45.86	3,000 00	137,580 00
do	20.	2,000 00	40,000 00
G.T.R. Assignee of Magnetawan River Railway	1.86	cash	10,000 00
Grand Trunk Pacific.....	188.16	2,000 00	376,320 00
Hamilton & North Western	95.464	2,500 00	238,660 00
do do	48.052	3,000 00	144,156 00
Hamilton & Lake Erie.....	33.48	2,000 00	66,960 00
Huntsville & Lake of Bays.....	1.50	cash	10,000 00
Irondale, Bancroft & Ottawa	44.77	3,000 00	134,310 00
James Bay.....	3.70	4,000 00	14,800 00
Kingston & Pembroke	20.	2,000 00	40,000 00
do	15.	2,650 00	39,750 00
do	11.58	3,250 00	37,635 00
do	13.74	7,000 00	96,180 00
do	28.42	8,000 00	237,360 00
Lake Simcoe Junction.....	26.50	2,000 00	53,000 00
Lindsay, Bobcaygeon & Pontypool	17.53	3,000 00	52,590 00
London, Huron & Bruce.....	69.146	2,000 00	138,292 00
Montreal and Ottawa.....	50.	2,000 00	100,000 00
Midland	20.40	2,000 00	40,800 00
do	19.60	2,250 00	44,100 00
do	14.53	4,000 00	58,120 00
North Simcoe	33.343	2,500 00	83,357 50
Northern Extension.....	42.72	2,000 00	85,440 00
do	27.68	4,000 00	110,720 00
Ontario & Rainy River.....	268.20	4,000 00	1,072,800 00
Ontario, Belmont & Northern	9.57	2,000 00	19,140 00
Ottawa, Arnprior & Parry Sound.....	149.43	3,000 00	448,290 00
Pembroke Southern	18.50	3,000 00	55,500 00
Prince Arthur's Landing.....	5.995	2,000 00	11,990 00
Prince Edward County	32.	2,500 00	80,000 00
Port Dover & Lake Huron.....	63.	2,000 00	126,000 00
Port Arthur, Duluth & Western	80.	3,000 00	240,000 00
Parry Sound Colonization	47.75	3,000 00	143,250 00
Stratford & Lake Huron.....	27.5	2,000 00	55,000 00
Toronto, Grey & Bruce	73.52	3,000 00	220,560 00
do	77.62	2,000 00	155,240 00
Toronto & Nipissing.....	33.439	2,000 00	66,878 00
do	12.778	3,000 00	38,334 00
Tillsonburg, Lake Erie & Pacific.....	19.108	2,000 00	38,216 00
Thessalon & Northern	1.929	cash	5,000 00
Victoria	33.442	4,000 00	133,768 00
do	22.310	8,000 00	178,480 00
Wellington, Grey & Bruce.....	120.638	2,000 00	241,276 00
Whitby, Port Perry & Lindsay.....	45.745	2,000 00	91,490 00
Ottawa & New York (International Bridge) .....	.....	certificates.	35,000 00
Dominion Bridge Co.(Interprovincial Bridge) .....	.....	certificates.	50,000 00
Totals.....	2,836.007	.....	8,084,026 65

TABLE B.
AID TO RAILWAYS UP TO 31ST OCTOBER, 1916, FROM CONFEDERATION.

Name of Railway.	Miles.	Cash payments. \$ c.	Certificates paid. \$ c.	Certificates outstanding. \$ c.	Total. \$ c.
Algoma Eastern Railway,	53.000	265,000 00	.....	.....	265,000 00
Algoma Central & Hudson's Bay Railway	99.810	199,620 00	.....	.....	199,620 00
Belleville and North Hastings	22.000	.....	114,206 40	.....	114,206 40
Brantford, Norfolk and Port Burwell	33.270	.....	129,353 60	.....	129,353 60
Bruce Mines and Algoma	17.000	1,920 00	32,372 59	59,193 01	93,485 60
Bay of Quinte	28.450	.....	49,759 00	109,469 80	159,228 80
Canada Central	47.560	125,957 15	.....	.....	125,957 15
Canada Southern	62.901	.....	244,559 20	.....	244,559 20
Central Counties	38.000	68,747 26	.....	.....	68,747 26
Central Ontario	50.500	73,500 00	50,441 78	95,076 62	219,018 40
Cobourg, Peterboro' and Marmora	9.370	18,740 00	.....	.....	18,740 00
Credit Valley	153.061	18,702 00	788,648 85	.....	807,350 85
Canada Atlantic	65.720	.....	454,887 60	.....	454,887 60
Erie and Huron	40.556	1,634 47	122,200 40	.....	123,834 87
Grand Trunk, Georgian Bay and Lake Erie	79.300	1,580 00	229,866 00	.....	231,446 00
Grand Junction	65.860	40,000 00	238,067 60	.....	278,067 60
Grand Trunk Railway as Assignee of Magnetawan Railway	1.860	10,000 00	.....	.....	10,000 00
Grand Trunk Pacific	188.160	.....	134,246 42	567,843 98	702,090 40
Hamilton and North Western	143.516	.....	727,697 20	.....	727,697 20
Hamilton and Lake Erie	33.480	66,960 00	.....	.....	66,960 00
Huntsville and Lake of Bays	1.500	10,000 00	.....	.....	10,000 00
Irondale, Bancroft and Ottawa	44.770	.....	125,461 68	125,107 92	250,569 60
James Bay Railway	3.700	.....	9,664 20	17,947 80	27,612 00
Kingston & Pembroke	88.740	213,522 50	393,423 20	.....	606,945 70
Lindsay, Bobcaygeon and Pontypool	17.530	.....	29,434 32	68,680 08	98,114 40
Lake Simcoe Junction Railway	26.500	53,000 00	.....	.....	53,000 00
London, Huron and Bruce	69.146	.....	268,839 60	.....	268,839 60

TABLE B.—Continued.
AID TO RAILWAYS UP TO 31ST OCTOBER, 1916, FROM CONFEDERATION.

Name of Railway.	Miles.	Cash payments. \$ c.	Certificates paid. \$ c.	Certificates outstanding. \$ c.	Total. \$ c.
Montreal and Ottawa.....	50.000	.....	86,750 40	99,809 60	186,560 00
Midland Railway	54.530	66,227 50	149,284 40	.....	215,511 90
North Simcoe Railway.....	33.343	.....	144,241 60	.....	144,241 60
Northern Extension Railway.....	70.400	196,188 00	.....	.....	196,188 00
Ontario and Rainy River (Canadian Northern).....	268.200	.....	763,291 70	1,238,124 30	2,001,416 00
Ontario, Belmont and Northern.....	9.570	.....	17,862 80	17,862 80	35,725 60
Ottawa, Arnprior and Parry Sound	149.430	.....	429,227 68	388,464 32	817,692 00
Pembroke Southern	18.500	.....	46,593 36	56,947 44	103,540 80
Prince Arthur's Landing.....	5.995	.....	20,747 20	.....	20,747 20
Prince Edward County.....	32.000	.....	155,520 00	.....	155,520 00
Port Dover and Lake Huron	63.000	126,000 00	.....	.....	126,000 00
Port Arthur, Duluth and Western (Can. Northern)	80.000	15,571 54	283,338 00	164,406 00	463,315 54
Parry Sound Colonization	47.750	.....	152,355 39	114,891 81	267,247 20
Stratford and Lake Huron	27.500	55,000 00	.....	.....	55,000 00
Toronto, Grey and Bruce.....	151.140	285,182 00	176,182 40	.....	461,364 40
Toronto and Nipissing	46.217	105,212 00	.....	.....	105,212 00
Tillsonburg, Lake Erie and Pacific	19.108	.....	35,626 01	35,669 19	71,295 20
Thessalon and Northern	1.929	5,000 00	.....	.....	5,000 00
Victoria	55.752	33,442 00	503,875 20	.....	537,317 20
Wellington, Grey and Bruce	120.638	241,276 00	.....	.....	241,276 00
Whitby, Port Perry and Lindsay	45.745	40,000 00	89,790 40	.....	129,790 40
Ottawa and New York (International Bridge) .....	.....	.....	26,119 04	39,178 56	65,297 60
Dominion Bridge Co. (Interprovincial Bridge).....	.....	.....	36,147 55	57,136 45	93,284 00
Totals	2,836.007	2,337,982 42	7,260,082 77	3,255,809 68	12,853,874 87

NOTE.—Present value of Railway Certificates outstanding, October 31st, 1916, \$2,208,951.64.

TABLE C.

Statement showing amounts payable annually for certificates issued by the Treasurer of the Province for "Aid to Railways" and Annuities.

Year.	Railway Aid Certificates.	Annuities.	Year.	Railway Aid Certificates.	Annuities.
	\$ c.	\$ c.		\$ c.	\$ c.
			Forward.....	2,457,852 12	1,362,650 00
1916.....		51,450 00	1935.....	111,128 54	24,700 00
1917.....	139,112 54	102,900 00	1936.....	105,090 01	16,700 00
1918.....	139,112 54	102,900 00	1937.....	94,459 80	9,200 00
1919.....	139,112 54	102,900 00	1938.....	90,961 80	2,850 00
1920.....	139,112 54	102,900 00	1939.....	86,122 35	
1921.....	139,112 54	102,900 00	1940.....	82,239 02	
1922.....	139,112 54	102,900 00	1941.....	67,943 75	
1923.....	139,112 54	102,900 00	1942.....	31,818 40	
1924.....	139,112 54	96,200 00	1943.....	24,920 51	
1925.....	139,112 54	82,500 00	1944.....	22,695 08	
1926.....	139,112 54	69,350 00	1945.....	18,251 86	
1927.....	139,112 54	56,950 00	1946.....	18,251 86	
1928.....	139,112 54	50,700 00	1947.....	18,251 86	
1929.....	139,112 54	50,700 00	1948.....	18,251 86	
1930.....	138,412 94	50,700 00	1949.....	6,871 26	
1931.....	134,914 94	43,700 00	1950.....	699 60	
1932.....	127,918 94	32,700 00			
1933.....	125,120 54	28,700 00			
1934.....	123,021 74	28,700 00			
Forward.....	2,457,852 12	1,362,650 00	TOTALS..	3,255,809 68	1,416,100 00

NOTE.—Present value of Railway certificates, October 31st, 1916 (interest 1½ per cent. half yearly).....\$2,208,951 64
Present value of Annuities, October 31st, 1916 (interest 1½ per cent, half yearly)\$1,103,714 68

ANNUAL REPORT OF THE
BERLIN & NORTHERN RAILWAY COMPANY.
FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:	
Gross earnings from operation	\$8,271 40
Operating expenses	6,960 41
Net earnings from operation	\$1,310 99
Miscellaneous income	
Total miscellaneous income	
Gross income above operating expenses	
Charges upon Income Accrued During the Year:	
Interest on funded debt	\$70 00
Interest and discount on unfunded debts and loans...	1,283 71
Taxes, Municipal	\$208 35
Taxes, Provincial	39 39
Taxes, Commutation	
	247 74

Rentals of leased railways .....	.....
Payments to sinking and other special funds .....	.....
Other deductions from income .....	.....
Total charges and deductions from income	1,601 45

Net divisible income

Dividends declared .....per cent. on \$.....	.....
.....per cent. on .....	.....
Total dividends declared .....	.....

Deficit for the year ending June 30th, 1916 \$290 46

Amount of surplus or deficit June 30th, 1916 .....	.....
Credits to profit and loss account during the year .....	.....
Total credits .....	.....

Debits to profit and loss account during the year .....	.....
Total debits .....	.....

Net amount credited to profit and loss

Total surplus or deficit, June 30th, 1916

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried	\$7,689 08
“ carriage of mails	199 00
“ carriage of express and parcels	58 95
“ carriage of freight .....	.....
“ tolls for use of tracks by other companies .....	.....
“ rentals of buildings and other property	103 50
“ advertising in cars	112 50
“ interest on deposits .....	.....

Other Earnings from Operation:

Advertising ..	5 00
Gravel sold	103 37

Gross earnings from operation \$8,271 40

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants.	\$1,203 88
General office expenses and supplies	50 00
Legal expenses .....	.....
Insurance	329 56
Switching charges, if any .....	.....

Other General Expenses:

Office rent	393 38
-------------------	--------

\$1,976 82

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$120 54
Repair of electric line construction	
Repair of buildings	23 42

143 96

Maintenance of Equipment:

Repairs of cars	\$590 97
Repairs of electric equipment of cars	
Repair of miscellaneous equipment .....	.....
Car service supplies, etc.	62 86
Provender and stabling .....	.....

653 83

Transportation Expenses:

Wages and compensation of persons employed in conducting transportation	\$2,189 51
Removal of snow and ice	60 46
Damages for injuries to persons and property .....	.....
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property .....	.....

Other Transportation Expenses:

Track work and electric power	1,935 83	
		4,185 80
Total operating expenses		\$6,960 41

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length .....feet) .....	.....
New electric line construction (length .....feet) .....	.....
Other additions to railway .....	.....
Total additions to railway .....	.....

Additions to Equipment:

Additional cars (.....in number) .....	.....
Electric equipment of same .....	.....
Other additional rolling stock .....	.....
Other additions to equipment .....	.....
Total additions to equipment .....	.....

Additions to land and buildings:

Additional land necessary for operation of railway ..	.....
New electric power stations, including machinery, etc.	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of railway . .	.....
Total additions to land and buildings .....	.....

Additions to Other Permanent Property:

Total additions to other permanent property .....	.....
Total additions to property accounts .....	.....

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)

Total deductions from property accounts .....	.....
Net addition to property accounts for the year ..	.....

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cost of Railway:

Roadbed and tracks	} \$37,854 06
Electric line construction, including poles, wiring, feeder lines, etc.	
Interest accrued during construction of railway .....	.....
Engineering and other expenses incident to construction . .	1,034 90
Other items of railway cost .....	.....
Total cost of railway owned	\$38,888 96

Cost of Equipment:

Passenger cars and other rolling stock	}	\$3,273 93
Electric equipment of same		
Other items of equipment		
Total cost of equipment owned		3,273 93

Cost of Land and Buildings:

Land necessary for operation of railway	\$5,266 66
Electric power stations, including equipment	
Other buildings necessary for operation of railway..	6,689 30
Total cost of land and buildings owned	11,955 96

Other Permanent Property:

Office furniture	\$23 18
Tools	417 10
Total cost of other permanent property owned ..	400 28

Total permanent investments	\$54,559 13
-----------------------------------	-------------

Cash and Current Assets:

Cash	\$58 30
Bills and accounts receivable	94 82
Sinking and other special funds	
Other cash and current assets	
Total cash and current assets	\$153 12

Miscellaneous Assets:

Materials and supplies	
Other assets and property	
Total miscellaneous assets	
Profit and loss balance—deficit	290 46
Total	\$55,002 71

Liabilities:

Capital stock, common	\$17,400 00
Capital stock, preferred	
Total capital stock	17,400 00

Funded debt	2,400 00
Real estate mortgages	

Current Liabilities:

Loans and notes payable	\$35,004 31
Audited vouchers and accounts	
Salaries and wages	
Dividends not called for	
Matured interest coupons unpaid	
Rentals due and unpaid	

Miscellaneous Current Liabilities

Rest account	198 40
--------------------	--------

Total current liabilities	35,202 71
---------------------------------	-----------

Accrued Liabilities:

Interest accrued and not yet due	
Taxes accrued and not yet due	
Rentals accrued and not yet due	
Miscellaneous accrued liabilities	

Total accrued liabilities	
---------------------------------	--

Sinking and Other Special Funds:

Total sinking and other special funds	
Profit and loss balance—surplus	

Total	\$55,002 71
-------------	-------------

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:	
Capital stock authorized by law, common	\$400,000 00
Capital stock authorized by law, preferred .....	.....
Total capital stock authorized by law	\$400,000 00
Capital stock authorized by votes of company, common .....	.....
Capital stock authorized by votes of company, preferred .....	.....
Total capital stock authorized by vote .....	.....
Capital stock issued and outstanding, common	\$17,400 00
Capital stock issued and outstanding, preferred	Nil
Total capital stock outstanding	\$17,400 00
Amount paid in on .....shares not yet issued .....	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....
Total capital stock liability	\$17,400 00
Number of shares issued and outstanding, common	174
Number of shares issued and outstanding, preferred	Nil
Total number of shares outstanding	174
Number of stockholders, common	14
Number of stockholders, preferred	Nil
Total number of stockholders	14
Amount of stock held, common .....	.....
Amount of stock held, preferred .....	.....
Total stock held	\$17,400 00

REAL ESTATE MORTGAGES.

Description of Mortgaged Property.	Rate of Interest.	Mortgage when due.	Amount.	Interest paid during the year.
None.....
.....
.....
Total.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	192,227
Number carried per mile of main railway track operated .....	.....
Number of car miles run	35,400
Average number of persons employed	4
If the Company commenced operation during the year, give the date.	
Average amount received from each passenger	4c.
Amount of passenger earnings per mile of road .....	.....

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
.....	

Names of the several cities and towns in which the railways operated by the Company are located:

SUMMARY OF ACCIDENTS TO PROPERTY.

June 30, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....
Damage to property of Municipality.....
Damage to private property.....
Total.....

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers
Employees.....
Other persons
Totals.....

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: The Berlin & Northern Railway Company, Kitchener, Ont.

Names and business address of principal officers: President, Wm. H. Breithaupt, Kitchener, Ont.; Vice-President, George M. Shirk, Bridgeport, Ont.; Treasurer, Joseph H. Wuest, Kitchener, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed: W. H. Breithaupt, President, Kitchener, Ont.

Names and residence of Board of Directors: William H. Breithaupt, Kitchener, Ont.; Louis J. Breithaupt, Kitchener, Ont.; George M. Shirk, Bridgeport, Ont.; Dr. A. F. Bauman, Waterloo, Ont.

ANNUAL REPORT OF THE
CORNWALL STREET RAILWAY, LIGHT & POWER COMPANY, LIMITED.

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:

Gross earnings from operation	\$31,510 07
Operating expenses	20,539 78
Net earnings from operation	\$10,970 29

Miscellaneous Income:

Park, boathouse, etc.	\$1,841 33
Bonus stock received	1 25
Total miscellaneous income	1,842 58
Gross income above operating expenses	\$12,812 87

Charges upon Income Accrued During the Year:

Interest on funded debt .....	.....
Interest and discount on unfunded debts and loans...	\$296 39
Taxes, Municipal	\$782 61
Taxes, Provincial .....	.....
Taxes, Commutation .....	.....
	782 61
Rentals of leased railways .....	.....
Payments to sinking and other special funds .....	.....

Other Deductions from Income:

Bad debts	\$151 95
Patriotic Fund, \$225.00; Park, \$1,539.38....	1,764 38
Rail replacement account	4,314 37
	6,230 70
Total charges and deductions from income	7,309 70
Net divisible income	\$5,503 17

Dividends declared.....per cent. on \$.....	.....
.....per cent. on .....	.....
Total dividends declared .....	.....

Surplus for the year ending June 30th, 1916	\$5,503 17
Amount of deficit June 30th, 1915	2,420 66
Credits to profit and loss account during the year .....	.....
Total credits .....	.....
Debits to profit and loss account during the year .....	.....
Total debits .....	.....
Net amount credited to profit and loss .....	.....
Total surplus, June 30th, 1916	\$3,082 51

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried	\$19,781 81
“ carriage of mails	624 63
“ carriage of express and parcels .....	.....
“ carriage of freight	10,563 06
“ tolls for use of tracks by other companies .....	.....
“ rentals of buildings and other property .....	.....
“ advertising in cars	464 00
“ interest on deposits	76 57
Other earnings from operation .....	.....
Gross earnings from operation	\$31,510 07

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants	
General office expenses and supplies	
Legal expenses	
Insurance	
Switching charges, if any	
Other general expenses	

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	
Repair of electric line construction	
Repair of buildings	

Maintenance of Equipment:

Repair of cars	
Repair of electric equipment of cars	
Repair of miscellaneous equipment	
Provender and stabling	

Transportation Expenses:

Cost of electric motive power, \$.....; less power sold, \$.....; net	
Wages and compensation of persons employed in conducting transportation	
Removal of snow and ice	
Damages for injuries to persons and property	
Tolls for trackage over other railways	
Rentals of buildings and other property	
Other transportation expenses	

Total operating expenses \$20,539 78

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length feet)	
New electric line construction (length feet)	
Other additions to railway	
Total additions to railway	

Additions to Equipment:

Additional cars (..... in number)	
Electric equipment of same	
Other additional rolling stock	
Other additions to equipment	

Total additions to equipment

Additions to Land and Buildings:

Additional land necessary for operation of railway ..	
New electric power stations, including machinery, etc.	
Additional equipment of power stations	
Other new buildings necessary for operation of railway	

Total additions to land and buildings

Additions to Other Permanent Property:

Total additions to other permanent property

Total additions to property accounts

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)

Total deductions from property accounts

Net addition to property accounts for the year

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cost of Railway:

Roadbed and tracks .....	.....
Electric line construction, including poles, wiring, feeder lines, etc. ....	.....
Interest accrued during construction of railway.....	.....
Engineering and other expenses incident to construc- tion . . . . .	.....
Other items of railway cost .....	.....

Total cost of railway owned

Cost of Equipment:

Passenger cars and other rolling stock .....	.....
Electric equipment of same .....	.....
Other items of equipment .....	.....

Total cost of equipment owned

Cost of Land and Buildings:

Land necessary for operation of railway .....	.....
Electric power stations, including equipment .....	.....
Other buildings necessary for operation of railway...	.....

Total cost of land and buildings owned

Other Permanent Property:

Total cost of other permanent property owned.....

Total permanent investments \$223,948 71

Cash and Current Assets:

Cash	\$5,676 52
Bills and accounts receivable	1,627 28
Sinking and other special funds	482 05
Other cash and current assets	1,880 25
.....	36 45

Total cash and current assets 9,702 55

Miscellaneous Assets:

Materials and supplies .....	.....
Other assets and property .....	.....

Total miscellaneous assets

Profit and loss balance—deficit

Total \$233,651 26

Liabilities:

Capital stock, common	\$100,000 00
Capital stock, preferred	100,000 00

Total capital stock \$200,000 00

Funded debt

Real estate mortgages

Current Liabilities:

Loans and notes payable	\$7,627 84
Audited vouchers and accounts	1,108 91
Salaries and wages .....	.....
Dividends not called for .....	.....

Matured interest coupons unpaid .....	.....
Rentals due and unpaid .....	.....
Miscellaneous Current Liabilities:	
Advertising received in advance	232 00
Outstanding tickets	100 00
	<hr/>
Total current liabilities	9,068 75

Accrued Liabilities:

Interest accrued and not yet due .....	.....
Taxes accrued and not yet due .....	.....
Rentals accrued and not yet due .....	.....
Miscellaneous accrued liabilities .....	.....
	<hr/>
Total accrued liabilities .....	.....

Sinking and other Special Funds:

Reserve for depreciation	\$17,500 00
Reserve for injuries and damages	4,000 00
	<hr/>
Total sinking and other special funds	21,500 00
Profit and loss balance—surplus	3,082 51
	<hr/>
Total	\$233,651 26

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:

Capital stock authorized by law, common	\$100,000 00
Capital stock authorized by law, preferred	100,000 00
	<hr/>
Total capital stock authorized by law	\$200,000 00
Capital stock authorized by votes of company, common .....	.....
Capital stock authorized by votes of company, preferred .....	.....
	<hr/>
Total capital stock authorized by vote .....	.....
Capital stock issued and outstanding, common	\$100,000 00
Capital stock issued and outstanding, preferred.....	100,000 00
	<hr/>
Total capital stock outstanding	\$200,000 00
Amount paid in on shares not yet issued....	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....
	<hr/>
Total capital stock liability .....	.....
Number of shares issued and outstanding, common . . . . .	.....
Number of shares issued and outstanding, preferred . . . . .	.....
	<hr/>
Total number of shares outstanding...	.....
Number of stockholders, common .....	.....
Number of stockholders, preferred .....	.....
	<hr/>
Total number of stockholders .....	.....
Amount of stock held, common .....	.....
Amount of stock held, preferred .....	.....
	<hr/>
Total stock held .....	.....

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....
.....
.....
.....
Totals

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:

Number of passengers paying revenue carried during the year.....	422,221
Number carried per mile of main railway track operated.....	105,555
Number of car miles run:	
Passenger	205,549
Freight	17,757
Average number of persons employed	39
If the Company commenced operation during the year, give the date..	
Average amount received from each passenger	4.68c.
Amount of passenger earnings per mile of road	\$4,905.45

Freight: *

Number of tons freight earning revenue	76,014.00
Number of tons freight carried per mile of road	11,694.46
Average amount received for each ton of freight	13.89c.
Average receipts per ton of freight per mile	2.13c.
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

Description of Equipme nt.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars.....
Open passenger cars

MISCELLANEOUS EQUIPMENT.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railways owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line.....	4	.....	.....	4	4
“ second main track..	.....	.....	.....	.....	.....
Total length of main track	4	.....	.....	4	4
Length of sidings, switches, etc.	2½	.....	.....	2½	2½
Total, computed as single track	6½	.....	.....	6½	6½
Length of line under construction .....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING JUNE 30TH, 1916.

Flour.		Grain.		Live stock.		Lumber.		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft., B.M.	Tons.	Cords.	Tons.			
10,500	1,050	67,920	1,698	.....	.....	.....	7,596	.....	39,054	.....	76,014	.....
.....

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General Remarks
Steel.	Iron.	Steel.	Iron.		
.....
.....

Names of the several cities and towns in which the railways operated by the Company are located: Cornwall.

SUMMARY OF ACCIDENTS TO PROPERTY.

For Year Ending June 30th, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....
Damage to property of Municipality
Damage to private property.
Total.....

Total amount paid during year for damages caused by accidents.

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers
Employees
Other persons
Totals

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: Cornwall Street Railway, Light & Power Company, Limited, Cornwall, Ont.

Names and business address of principal officers: President, Samuel Hamilton Ewing, 102 King Street, Montreal; Vice-President, Abner Kingman, 137 Board of Trade Building, Montreal; Treasurer, Ernest Macnutt, Sun Life Assurance Company of Canada, Montreal; Auditor, P. S. Ross & Sons, Montreal; General Manager, Wm. Hodge, Cornwall, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed: E. A. Macnutt, Treasurer, Sun Life Assurance Co. of Canada, Montreal.

Names and residence of Board of Directors: Samuel Hamilton Ewing, Montreal; Abner Kingman, Montreal; John McKergow, Westmount; John Redpath Dougall, Montreal; Thomas Bassett Macaulay, Westmount.

ANNUAL REPORT OF THE
FORT WILLIAM ELECTRIC RAILWAY COMPANY

FOR THE YEAR ENDING 30TH JUNE, 1916.

General Exhibit:	
Gross earnings from operation	\$113,421 32
Operating expenses	87,643 46
Net earnings from operation	<u>\$25,777 86</u>
Miscellaneous income .....	.....
Total miscellaneous income .....	.....
Gross income above operating expenses	<u>\$25,777 86</u>
Charges upon income accrued during the year:	
Interest on funded debt	\$53,190 00
Interest and discount on unfunded debts and loans ..	.....
Taxes, Municipal .....	.....
Taxes, Provincial .....	.....
Taxes, Commutation .....	.....
Rentals of leased railways .....	.....
Payments to sinking and other special funds .....	.....
Sinking fund	\$28,697 60
Accident fund	5,690 70
	<u>34,387 67</u>
Other Deductions from Income:	
Total charges and deductions from income	<u>\$87,577 67</u>
Net divisible income .....	.....

Dividends declared	per cent. on \$.....	.....
	.....per cent. on .....	.....
Total dividends declared .....		.....
Deficit for the year ending June 30th, 1916			\$61,799 81
Amount of deficit, June 30th, 1914		\$15,018 22	
“ “ “ 1915		56,108 98	
			<u>71,127 20</u>
Credits to profit and loss account during the year			
Total credits			
Debits to profit and loss account during the year			
Total debits			
Net amount credited to profit and loss			
Total deficit, June 30th, 1916			<u>\$132,927 01</u>

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried	\$111,988 47
“ carriage of mails .....	.....
“ carriage of express and parcels ...	.....
“ carriage of freight, hauling city	.....
garbage	290 00
“ from tolls for use of tracks by	.....
other companies .....	.....
“ from rentals of buildings and	.....
other property	4 00
“ from advertising in cars	481 00
“ from interest on deposits .....	.....

Other earnings from operation:

Sale of scrap	39 45
Chartered cars	158 00
Transportation of mail carriers	437 50
Sundries	22 90

Gross earnings from operation \$113,421 32

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants	\$3,323 37
General office expenses and supplies	260 45
Legal expenses	224 68
Insurance	2,561 98
Switching charges, if any .....	.....

Other General Expenses:

Store expenses, \$293.81; general expenses, \$130.82....	424 63
--	--------

6,795 11

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$3,057 14
Repair of electric line construction	1,423 79
Repair of buildings	208 05

4,688 98

Maintenance of Equipment:

Repair of cars	\$5,328 08
Repair of electric equipment of cars	4,122 64
Repair of miscellaneous equipment	1,050 18
Provender and stabling	1,181 04

11,681 94

Transportation Expenses:

Cost of electric motive power, \$17,633.32; attendance,	
\$1,478.11; net	\$19,111 43
Wages and compensation of persons employed in	
conducting transportation	41,827 60

Removal of snow and ice	3,127 11	
Damages for injuries to persons and property.....	51 29	
Tolls for trackage over other railways		
Rentals of buildings and other property	360 00	
Other transportation expenses		
		<u>64,477 43</u>
Total operating expenses		\$87,643 46

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length .....feet)	
New electric line construction (length.....feet)	
Other additions to railway	
Total additions to railway	

Additions to equipment:

Additional cars (.....in number)	
Electric equipment of same	
Other additional rolling stock	
Other additions to equipment	
Total additions to equipment	

Additions to land and buildings:

Additional land necessary for operation of railway	
New electric power stations, including machinery, etc.	
Additional equipment of power stations	
Other new buildings necessary for operation of railway	
Total additions to land and buildings	

Additions to Other Permanent Property:

Total additions to other permanent property	
Total additions to property accounts	

Deductions from property accounts (properly sold or reduced in valuation and credited to property accounts):

Total deductions from property accounts		
Net addition to property accounts for the year ..		

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cost of Railway:

Roadbed, tracks and electric line construction	\$540,402 42
Paving Victoria Avenue and Simpson Street	25,000 00
Street Railway's proportion of cost of G. T. P. bridge..	20,000 00
Mt. McKay and Kakabeka railway	9,000 00
Port Arthur purchase	\$52,000 00
Other items of railway cost, less sale of old material	2,600 21
	<u>49,399 79</u>

Total cost of railway owned \$643,802 21

Cost of Equipment:

Passenger cars and other rolling stock	\$120,909 54
Electric equipment of same	46,750 00
Other items of equipment	6,256 33

Total cost of equipment owned 173,915 87

Cost of Land and Buildings:

Land necessary for operation of railway, car barn site	\$19,593 11
Electric power stations, including equipment, generators	33,226 76
Other buildings necessary for operation of railway....	66,544 60

Total cost of land and buildings owned 119,364 47

Other Expenditure:

Stock on hand	\$47,046 30
Debenture discounts	46,307 37
Unexpended	81,563 78

Total cost 174,917 45

Total investments \$1,112,000 00

Cash and Current Assets:

Cash	\$250 00
Bills and accounts receivable	774 11
Sinking and other special funds . . . . .	.....
Other cash and current assets, accident reserve	13,585 13
Debenture sinking fund held by city	21,526 54

Total cash and current assets 36,135 78

Miscellaneous Assets:

Materials and supplies	\$5,942 40
Other assets and property . . . . .	.....

Total miscellaneous assets 5,942 40

Profit and loss balance—deficit 132,927 01

Total \$1,287,005 19

Liabilities:

Capital stock, common . . . . .	.....
Capital stock, preferred . . . . .	.....

Total capital stock

Funded debt \$1,112,000 00

Real estate mortgages

Current Liabilities:

Loans and notes payable . . . . .	.....
Audited vouchers and accounts . . . . .	.....
Salaries and wages . . . . .	.....
Dividends not called for . . . . .	.....
Matured interest coupons unpaid . . . . .	.....
Rentals due and unpaid . . . . .	.....
Miscellaneous current liabilities . . . . .	.....
Tickets in circulation	\$594 64

Total current liabilities \$594 64

Accrued Liabilities:

Interest accrued and not yet due . . . . .	.....
Taxes accrued and not yet due . . . . .	.....
Rentals accrued and not yet due . . . . .	.....
Miscellaneous accrued liabilities . . . . .	.....

Total accrued liabilities

Sinking and Other Special Funds:

Accident reserves	\$13,585 13
Sinking fund	160,825 42

Total sinking and other special funds 174,410 55

Profit and loss balance—surplus

Total \$1,287,005 19

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:

Capital stock authorized by law, common	} No Capital Stock—Capital expenditure financed by issue of bonds.
Capital stock authorized by law, preferred	
Total capital stock authorized by law	
Capital stock authorized by votes of company, common	
Capital stock authorized by votes of company, preferred	
Total capital stock authorized by vote	
Capital stock issued and outstanding, common	
Capital stock issued and outstanding, preferred	
Total capital stock outstanding	
Amount paid in on shares not yet issued	
Amount paid in on stock to be exchanged	
Scrip convertible into stock	
Other paid stock liability	
Total capital stock liability	
Number of shares issued and outstanding, common	
Number of shares issued and outstanding, preferred..	
Total number of shares outstanding	
Number of stockholders, common	
Number of stockholders, preferred	
Total number of stockholders	
Amount of stock held, common	
Amount of stock held, preferred	
Total stock held	

REAL ESTATE MORTGAGES.

Description of Mortgaged Property.	Rate of Interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....
.....
.....
.....
.....
.....
Totals.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, etc.:

Number of passengers paying revenue carried during the year	2,581,029
Number carried per mile of main railway track operated	876,708.2
Number of car miles run	618,364
Average number of persons employed	52
If the company commenced operation during the year, give the date..	
Average amount received from each passenger	4.394 cents.
Amount of passenger earnings per mile of road	\$3,803.95

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	13 miles.
Average rate of speed of freight cars per hour	

Description of Equipment.	No. of motor cars.													
	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.
Box passenger cars.....	24	2	.....	.....	.....	.....	.....	.....	.....	.....	1	1	24	13
Open passenger cars	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

Total Number.													
Barges and omnibuses	None												
Carts and snow sleds													
Other railway rolling stock													
Other highway vehicles													
Horses													
Other items of equipment													

DESCRIPTION OF RAILWAY OWNED AND OPERATED.
RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line	14.580	.....	5.300	.....	19.880
of second main track..	4.260	.....	5.300	.....	9.560
Total length of main track.	18.840	.....	10.600	.....	29.440
Length of sidings, switches, etc.	.940	.....	.....	.....	.940
Total computed as single track	19.780	.....	10.600	.....	30.380
Length of line under construction .....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING JUNE 30TH, 1916.

Flour.		Grain.		LiveStock		Lumber.		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft.B.M.	Tons.	Cords.	Tons.			
.....

DESCRIPTION OF ROAD BED. ETC.

Rails.		Weight per yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
.....	80 lb.	.....	1,950	
.....	60 lb.	.....	1,950	

Names of the several cities and towns in which the railways operated by the Company are located: Fort William, Ont.; Port Arthur, Ont. (running rights only).

SUMMARY OF ACCIDENTS TO PROPERTY.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property						
Damage to property of Municipality						
Damage to private property		B1		A1	C1	
Total		1		1	1	

Total amount paid during the year for damages caused by accidents

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Inju red
Passengers						
Employees						
Other persons				D1		1
Totals				1		1

STATEMENT OF EACH ACCIDENT.

A. July 7th, 1915. Mrs. Wilson, grease on seat of car 254, ruined her dress.
B. July 10th, 1915. Lakeside Lumber Co., collision between car 204 and one of their waggons. Car not damaged, but waggon tongue broken and horse injured.
C. and D.. May 24th, 1916. A. Descepal0, youth of 18 whose automobile collided with one of street cars. Report not clear as to whether it was the automobile or the street car which received considerable injury. Boy received injury in the form of concussion and was removed to hospital and subsequently recovered.

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: Fort William Electric Railway, Fort William, Ont.

Names and Business Address of Principal Officers: Mayor, A. Murphy, City Hall, Fort William; Treasurer, H. James, City Hall, Fort William; Clerk of Corporation, A. McNaughton, City Hall, Fort William; General Counsel, Morris & Babe, Cuthbertson Block, Fort William; Auditor, J. E. Crawford, City Hall, Fort William; General Manager, Superintendent, A. L. Farquharson, City Hall, Fort William.

Name of officer, and address, to whom correspondence regarding this report should be addressed: _____

Names and Residence of Utilities Commission: Albert H. Dennis, Fort William, Ont.; Jackson B. Hardy, Fort William, Ont.; Rodrick J. Byrnes, Fort William, Ont.; Alex. Snelgrove, Fort William, Ont.

ANNUAL REPORT OF THE
GALT, PRESTON & HESPELER STREET RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:

Gross earnings from operation	\$218,032 13
Operating expenses	122,645 16
Net earnings from operation	\$95,386 97

Miscellaneous income

Total miscellaneous income	
Gross income above operating expenses	

Charges upon Income Accrued During the Year:

Interest on funded debt	\$17,040 00
Interest and discount on unfunded debts and loans..	179 76
Taxes, Municipal	\$4,415 59
Taxes, Provincial	191 70
Taxes, Commutation	
	4,607 29

Rentals of leased railways

Payments to sinking and other special funds

Other deductions from income

Total charges and deductions from income 21,827 05

Net divisible income \$71,559 92

Dividends declared, 10 per cent. on \$125,000.00 \$12,500 00
.....per cent. on

Total dividends declared 12,500 00

Surplus for the year ending June 30th, 1916 \$61,059 92

Amount of surplus or deficit, June 30th, 1915

Credits to profit and loss account during the year \$1,395 48

Total credits \$1,395 48

Debits to profit and loss account during the year:

Sundry accounts receivable, struck off \$787 34

Total debits 787 34

Net amount credited to profit and loss \$608 14

608 14

Total surplus, June 30th, 1916 \$61,668 06

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried	\$96,357 95
" carriage of mails	2,609 10
" carriage of express and parcels	7,700 38
" carriage of freight	109,573 77
" tolls for use of tracks by other com- panies	600 00
" rentals of buildings and other property	323 00
" sale of power	667 44
" interest on deposits	

Other Earnings from Operation:

Newspapers	179 84
Baggage	85
Weighing machine	19 80

Gross earnings from operation \$218,032 13

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants.	\$19,302 00	
General office expenses and supplies	2,135 90	
Legal expenses	59 25	
Insurance	5,710 87	
Switching charges, if any	83 46	
Other general expenses	54 47	
	3,985,48	
		\$31,331 43

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$12,663 46	
Repair of electric line construction	1,558 26	
Repair of buildings	1,528,46	
		15,750 18

Maintenance of Equipment:

Repair of cars	\$670 25	
Repair of electric equipment of cars	4,096 85	
Repair of miscellaneous equipment	1,791 27	
Provender and stabling		
		6,558 37

Transportation Expenses:

Cost of electric motive power, \$.....; less power sold, \$.....; net	\$20,763 38	
Wages and compensation of persons employed in conducting transportation	35,028 85	
Removal of snow and ice	1,376 35	
Damages for injuries to persons and property	40 74	
Tolls for trackage over other railways	1,800 00	
Rentals of buildings and other property	174 60	

Other Transportation Expenses:

Storage battery	8,191 26	
Fuel and oil	1,630 00	
		69,005 18

Total operating expenses \$122,645 16

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length .....feet)	
New electric line construction (length .....feet) ..	
Other additions to railway	

Total additions to railway

Additions to Equipment:

Additional cars (.....in number)	
Electric equipment of same	
Other additional rolling stock	
Other additions to equipment	

Total additions to equipment

Additions to Land and Buildings:

Additional land necessary for operation of railway ..	.....
New electric power stations, including machinery, etc.	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of railway	.....

Total additions to land and buildings

Additions to Other Permanent Property:

Total additions to other permanent property

Total additions to property accounts

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)

Total deductions from property accounts

Net additions to property accounts for the year

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cost of Railway:

Roadbed and tracks .....	.....
Electric line construction, including poles, wiring, feeder lines, etc. ....	.....
Interest accrued during construction of railway .....	.....
Engineering and other expenses incident to construction . .	.....
Other items of railway cost .....	.....

Total cost of railway owned

Cost of Equipment:

Passenger cars and other rolling stock .....	.....
Electric equipment of same .....	.....
Other items of equipment .....	.....

Total cost of equipment owned

Cost of Land and Buildings:

Land necessary for operation of railway .....	.....
Electric power stations, including equipment .....	.....
Other buildings necessary for operation of railway..	.....

Total cost of land and buildings owned

Other permanent property

Total cost of other permanent property owned

Total permanent investments\$1,028,610 82

Cash and Current Assets:

Cash in savings bank	\$43,775 85
Bills and accounts receivable	39,946 36
Sinking and other special funds .....	.....
Other cash and current assets	13,467 49
.....	201 78

Total cash and current assets 97,391 48

Miscellaneous Assets:

Materials and supplies	\$14,651 43
Other assets and property .....	.....

Total miscellaneous assets 14,651 43

Profit and loss balance—deficit

Total\$1,140,653 73

Liabilities:

Capital stock, common	\$125,000 00	
Capital stock, preferred		
Total capital stock		\$125,000 00
Funded debt		426,000 00
Real estate mortgages		

Current Liabilities:

Loans and notes payable		
Audited vouchers and accounts	7,617 13	
Salaries and wages	7,373 05	
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		

Miscellaneous Current Liabilities:

Bank overdraft	9,023 78	
Freight interchange	29,543 29	

Total current liabilities		53,557 25
---------------------------------	--	-----------

Accrued Liabilities:

Interest accrued and not yet due	\$8,520 00	
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		

Total accrued liabilities		8,520 00
---------------------------------	--	----------

Sinking and Other Special Funds:

Reserve	\$465,908 42	
-------------------	--------------	--

Total sinking and other special funds	465,908 42	
Profit and loss balance—surplus	61,668 06	

Total		\$1,140,653 73
-----------------	--	----------------

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:

Capital stock authorized by law, common	\$500,000 00	
Capital stock authorized by law, preferred		

Total capital stock authorized by law	\$500,000 00	
---	--------------	--

Capital stock authorized by votes of company, common		
Capital stock authorized by votes of company, preferred		

Total capital stock authorized by vote		
--	--	--

Capital stock issued and outstanding, common	\$125,000 00	
Capital stock issued and outstanding preferred		

Total capital stock outstanding	125,000 00	
---------------------------------------	------------	--

Amount paid in on shares not yet issued		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		

Total capital stock liability		
-------------------------------------	--	--

Number of shares issued and outstanding, common	1,250	
Number of shares issued and outstanding, preferred		

Total number of shares outstanding	1,250	
---	-------	--

Number of stockholders, common	8
Number of stockholders, preferred .....	....
Total number of stockholders	8
Amount of stock held, common	125,000 00
Amount of stock held, preferred .....	.....
Total stock held	\$125,000 00

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....
.....
.....
Total.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	1,373,823
Number carried per mile of main railway track operated	76,323
Number of car miles run	301,173
Average number of persons employed	120
If the Company commenced operation during the year, give the date .	
Average amount received from each passenger	7.81 c.
Amount of passenger earnings per mile of road (36.24 miles)	\$2,658 88

Freight:	
Number of tons freight earning revenue	164,653
Number of tons freight carried per mile of road (18.06 miles of track)	9,148
Average amount received for each ton of freight	66c.
Average receipts per ton of freight per mile	Report not clear
Average rate of speed of passenger cars per hour	10
Average rate of speed of freight cars per hour	6

Description of Equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars	11	..	..	3	2	3	....	1	....	..	2	3	2	....	2	9
Open passenger cars	4	..	..	....	....	....	....	....	....	..	..	....	....	....	....	....

MISCELLANEOUS EQUIPMENT.

Barges and omnibuses	Total Number.
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses ..	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway Owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line.....	15.66	.....	.....	.....	15.66
Length of second main track..	2.40	.....	.....	.....	2.40
Total length of main track	18.06	.....	.....	.....	18.06
Length of sidings, switches, etc.	17.18	.....	.....	.....	17.18
Total computed as single track.....	36.24	.....	.....	.....	36.24
Length of line under construc- tion .....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED.

For Year Ending June 30, 1916.

Flour.		Grain.		Live Stock		Lumber.		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft.B.M.	Tons.	Cords.	Tons.			
35,890	3,589	176037	4,796	1171	755	5,378	9,203	400	58749	87,561	164,653	.....

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. of ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
25.42	1	56 to 80 lbs.		2,345	

Names of the several cities and towns in which the railways operated by the Company are located: Galt, Preston, Hespeler, Waterloo and Tps. of Waterloo and N. Dumfries.

SUMMARY OF ACCIDENTS TO PROPERTY.
For Year Ending June 30, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property						
Damage to property of Municipality						
Damage to private property.....						
Total						

Total amount paid during year for damages caused by accidents

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers		7		2		9
Employees	1	6	1		2	6
Other persons				1		1
Totals	1	13	1	3	2	16

STATEMENT OF EACH ACCIDENT.

- A. Morrisson, accountant, car ran into open switch; arm dislocated.
A. Collins, labourer, driving spikes and hit one sideways which flew up and struck his mouth.
R. N. Stirr, passenger, car collided with box car; broke two teeth and cut lips.
Mrs. Dalybict, passenger, car collided with box car; shaken up and somewhat bruised.
Mrs. Yates, passenger, car collided with box car; lips slightly cut.
W. Eagle, passenger, car collided with box car; bruised.
W. Tach, passenger, car collided with box car; broken arm.
A. Nach, passenger, car collided with box car; lip cut.
R. Sharp, employee, car collided with box car; neck hurt.
Elvin Holm, employee, car collided with box car; shock.
Mrs. Tanney, passenger, car collided with box car; forehead cut.
H. Pearson, passenger, jumped off moving car; face cut.
W. Jones, employee, pulling spikes, got finger caught and cut.
W. Ray Phillip, employee; loading poles, cut thumb.
Geo. Jones, passenger, fell off car; bruised head.
J. B. Herbert, horse and cutter collided with car; arm broken.
H. Costigan, employee, struck pole, killed.
A. Karlman, employee, a door fell on him; fractured skull, died.

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: Galt, Preston, Hespeler Street Railway Company, Limited, Galt.
Names and business address of principal officers: President, Martin N. Todd, Galt; Vice-President, George D. Forbes, Hespeler; Treasurer, W. H. Lutz, Galt; Clerk of Corporation, W. H. Lutz, Galt; General Counsel, —, —; Auditors, G. C. Easton and J. M. Irwin, Galt; General Manager, Martin N. Todd, Galt; Superintendent, M. W. Kirkwood, Preston.

Name of officer, and address, to whom correspondence regarding this report should be addressed: Wm. H. Lutz, Secretary-Treasurer, Galt.

Names and residence of Board of Directors: Martin N. Todd, Galt; George D. Forbes, Hespeler; J. T. Arundell, Toronto; Hugh McCulloch, Galt; Fredk. Clare, Preston.

ANNUAL REPORT OF THE
GUELPH RADIAL RAILWAY COMPANY

FOR THE YEAR ENDING DECEMBER 31ST, 1915.

General Exhibit:	
Gross earnings from operation	\$44,956 50
Operating expenses	33,627 55
Net earnings from operation	\$11,328 95
Miscellaneous income	\$186 64
Total miscellaneous income	186 64
Gross income above operating expenses	\$11,515 59
Charges upon Income Accrued During the Year:	
Interest on funded debt .....	.....
Interest and discount on unfunded debts and loans...	.....
Taxes, Municipal	\$1,639 35
Taxes, Provincial .....	.....
Taxes, Commutation .....	.....
Rentals of leased railways .....	.....
Payments to sinking and other special funds.....	.....
Other deductions from income .....	.....
Total charges and deductions from income	1,639 35
Net divisible income	\$9,876 24
Dividends declared: 5.306 per cent. on \$193,000.00.....	\$10,240 50
.....per cent. on .....	.....
Total dividends declared	10,240 50
Deficit for the year ending December 31st, 1915	\$364 26
Amount of surplus December 31st, 1914 .....	.....
Credits to profit and loss account during the year .....	.....
Total credits .....	.....
Debits to profit and loss account during the year.....	.....
Total debits .....	.....
Net amount credited to profit and loss .....	.....
Deficit, December 31st, 1915	\$364 26

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried	\$41,922 03	
“ carriage of mails .....	.....
“ carriage of express and parcels .....	.....
“ carriage of freight	2,442 43	
“ tolls for use of tracks by other companies . . . . .	.....
“ rentals of buildings and other property	200 04	
“ advertising in cars	392 00	
“ interest on deposits .....	.....
Other Earnings from Operation:		
Miscellaneous	186 64	
Gross earnings from operation		\$45,143 14

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants.	\$1,270 05	
General office expenses and supplies	186 54	
Legal expenses .....	.....
Insurance	1,382 18	
Switching charges, if any .....	.....
Other general expenses	138 23	
		\$2,977 00

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$2,583 27	
Repair of electric line construction	686 97	
Repair of buildings	17 84	
		3,288 08

Maintenance of Equipment:

Repair of cars	\$2,460 66	
Repair of electric equipment of cars	2,034 12	
Repair of miscellaneous equipment	107 23	
Provender and stabling .....	.....
		4,602 01

Transportation Expenses:

Cost of electric motive power, \$.....; less power sold, \$.....; net	\$6,979 30	
Wages and compensation of persons employed in conducting transportation	11,924 78	
Removal of snow and ice .....	.....
Damages for injuries to persons and property	35 80	
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property .....	.....

Other Transportation Expenses:

.....	1,201 04	
.....	2,619 54	
		22,760 46

Total operating expenses	\$33,627 55
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PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks, completing some	\$188 59
New electric line construction (length feet).	122 79
Other additions to railway, on siding	97 00

Total additions to railway	\$408 38
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Additions to Equipment:

Additional cars (..... in number)	
Electric equipment of same	\$24 00	
Other additional rolling stock .....	.....
Other additions to equipment .....	.....
Total additions to equipment .....	.....	24 00

Additions to Land and Buildings:

Additional land necessary for operation of railway ..	.....
New electric power stations, including machinery, etc. ....	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of railway ..	222 29	
Total additions to land and buildings .....	.....	222 29

Additions to other Permanent Property:

Miscellaneous	\$303 40	
Total additions to other permanent property .....	.....	303 40
Total additions to property accounts .....	.....	\$958 07

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)

Total deductions from property accounts .....	.....
Net addition to property accounts for the year .....	.....	\$958 07

GENERAL BALANCE SHEET, DECEMBER 31ST, 1915.

Assets:

Cost of Railway:

Roadbed and tracks .....	.....
Electric line construction, including poles, wiring, feeder lines, etc. ....	.....
Interest accrued during construction of railway.....	.....
Engineering and other expenses incident to construction . . . . .	.....
Other items of railway cost .....	.....
Total cost of railway owned .....	.....

Cost of Equipment:

Passenger cars and other rolling stock .....	.....
Electric equipment of same .....	.....
Other items of equipment .....	.....
Total cost of equipment owned .....	.....

Cost of Land and Buildings:

Land necessary for operation of railway .....	.....
Electric power stations, including equipment .....	.....
Other buildings necessary for operation of railway...	.....
Total cost of land and buildings owned .....	.....

Other permanent property .....	.....
Total cost of other permanent property owned.....	.....

Total permanent investments	\$196,367 76
-----------------------------------	--------------

Cash and Current Assets:

Cash	\$1,772 94
Bills and accounts receivable	97 64
Sinking and other special funds . . . . .	.....
Other cash and current assets . . . . .	.....

Total cash and current assets 1,870 58

Miscellaneous Assets:

Materials and supplies	\$3,373 55
----------------------------------	------------

Other Assets and Property:

Charter	\$289 90
Unexpired insurance	143 16
	433 06

Total miscellaneous assets 3,806 61

*Profit and loss balance—deficit 364 26

Total \$202,409 21

Liabilities:

Capital stock, common	\$169,870 00
Capital stock, preferred . . . . .	.....

Total capital stock \$169,870 00

Funded debt

Real estate mortgages

Current Liabilities:

Loans and notes payable	\$720 08
Audited vouchers and accounts . . . . .	.....
Salaries and wages . . . . .	.....
Dividends not called for . . . . .	.....
Matured interest coupons unpaid . . . . .	.....
Rentals due and unpaid . . . . .	.....
Miscellaneous current liabilities . . . . .	.....

Total current liabilities 720 08

Accrued Liabilities:

Interest accrued and not yet due . . . . .	.....
Taxes accrued and not yet due . . . . .	.....
Rentals accrued and not yet due . . . . .	.....
Miscellaneous accrued liabilities . . . . .	.....

Total accrued liabilities

Sinking and other Special Funds:

Depreciation reserve	\$19,819 13
Reserve	12,000 00

Total sinking and other special funds 31,819 13

Profit and loss balance—surplus

Total \$202,409 21

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:

Capital stock authorized by law, common	\$200,000 00
Capital stock authorized by law, preferred . . . . .	.....

Total capital stock authorized by law \$200,000 00

*Deficit of \$364.26 (reported elsewhere), not accounted for in balance sheet. If it were, then the balance as given would not exist. So bills and accounts receivable are changed from \$461.90 to \$97.64 and deficit inserted.

Capital stock authorized by votes of company, common	
Capital stock authorized by votes of company, preferred	
Total capital stock authorized by vote	
Capital stock issued and outstanding, common; paid up.....	\$187,000 00
Capital stock issued and outstanding, preferred; unpaid	6,000 00
Total capital stock outstanding	\$193,000 00
Amount paid in on shares not yet issued	
Amount paid in on stock to be exchanged	
Scrip convertible into stock	
Other paid stock liability	
Total capital stock liability	\$193,000 00
Number of shares issued and outstanding, common	1,930
Number of shares issued and outstanding, preferred	
Total number of shares outstanding.....	1,930
Number of stockholders, common	
Number of stockholders, preferred	
Total number of stockholders	1
Amount of stock held, common	
Amount of stock held, preferred	
Total stock held	

REAL ESTATE MORTGAGES.

City owns all the paid up stock and the road is operated by four directors, appointed by the City Council.

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:

Number of passengers paying revenue carried during the year.....	1,090,017
Number carried per mile of main railway track operated	135,737
Number of car miles run	193,140
Average number of persons employed	22
If the Company commenced operation during the year, give the date..	
Average amount received from each passenger	3.8c.
Amount of passenger earnings per mile of road	\$5,220.67

Freight:

Number of tons freight earning revenue	17,090
Number of tons freight carried per mile of road	2,128
Average amount received for each ton of freight	14.30c.
Average receipts per ton of freight per mile	8.20c.
Average rate of speed of passenger cars per hour	9.5
Average rate of speed of freight cars per hour	6.0

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. of ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
T	80	.....	2,690	.....
T	60	.....	2,690	.....
T	56	.....	2,690	.....

Names of the several cities and towns in which the railways operated by the Company are located: Guelph.

SUMMARY OF ACCIDENTS TO PROPERTY.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property
Damage to property of Municipality.
Damage to private property
Total.....

Total amount paid during year for damages caused by accidents.

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers
Employees
Other persons	2	.....	2	.....
Totals	2	.....	2	.....

STATEMENT OF EACH ACCIDENT.

Two men, who had been using alcohol freely and were driving on the wrong side of the roadway, on Waterloo Avenue, turned suddenly in front of car twenty feet away.

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: Guelph Radial Railway Company, Guelph, Ont.

Names and business address of principal officers: President, J. W. Lyon, Guelph; Vice-President, W. E. Buckingham; Treasurer, Chas. E. Howett; Clerk of Corporation, James T. Moore; General Counsel, H. Guthrie, K.C.; Auditor, Geo. E. Scott; General Manager and Superintendent, A. H. Foster.

Name of officer, and address, to whom correspondence regarding this report should be addressed: A. H. Foster, Manager, Guelph.

Names and residence of Board of Directors: James Walter Lyon, Guelph; Walter E. Buckingham, Guelph; Chas. E. Howett, Guelph; James Hewer, Harry Mahoney.

ANNUAL REPORT OF THE HAMILTON & DUNDAS STREET RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:

Gross earnings from operation	\$75,599 88	
Operating expenses	56,059 44	
Net earnings from operation		\$19,540 44
Miscellaneous income		
Total miscellaneous income		
Gross income above operating expenses		19,540 44
Charges Upon Income Accrued During the Year:		
Interest on funded debt	\$5,000 00	
Interest and discount on unfunded debts and loans ..		
Taxes, Municipal	\$732 96	
Taxes, Provincial	55 70	
Taxes, Commutation	342 92	
	1,131 58	
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from income		6,131 58
Net divisible income		\$13,408 86
Dividends declared, 5 per cent. on \$100,000	\$5,000 00	
.....per cent. on		
Total dividends declared		5,000 00
Surplus for the year ending June 30th, 1916		\$8,408 86
Amount of surplus, June 30th, 1915		58,567 88
Credits to profit and loss account during the year		
Total credits		
Debits to profit and loss account during the year		
Total debits		
Net amount credited to profit and loss		
Total surplus, June 30th, 1916		\$66,976 74

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried	\$69,263 14
“ carriage of mails	250 00
“ carriage of express and parcels	666 25
“ carriage of freight	519 91
“ tolls for use of tracks by other companies ..	2,795 68
“ rentals of buildings and other property	458 11
“ advertising in cars	124 99
“ interest on deposits	
Other earnings from operation	1,521 80
Gross earnings from operation	\$75,599 88

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants	\$3,751 18
General office expenses and supplies	172 14
Legal expenses	160 91
Insurance ..	137 00
Switching charges, if any .....	.....

Other General Expenses:

Advertising ..	88 34
Incidentals ..	339 49

\$4,649 06

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$5,774 68
Repair of electric line construction	1,162 70
Repair of buildings	184 82

7,122 20

Maintenance of Equipment:

Repair of cars	\$482 39
Repair of electric equipment of cars	274 88
Maintenance and renewals	8,343 85
Provender and stabling	48 00

9,149 12

Transportation Expenses:

Cost of electric motive power, \$.....; less power sold,; net	\$7,666 56
Wages and compensation of persons employed in con- ducting transportation	12,803 21
Removal of snow and ice	272 97
Damages for injuries to persons and property	1,631 45
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property	11,055 37
Other transportation expenses	869 98
.....	839 52

35,139 06Total operating expenses \$56,059 44

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length .....feet) .....	.....
New electric line construction (length .....feet) ..	.....
Other additions to railway .....	.....

Total additions to railway

Additions to Equipment:

Additional cars (.....in number) .....	.....
Electric equipment of same .....	.....
Other additional rolling stock .....	.....
Other additions to equipment .....	.....

Total additions to equipment

Additions to Land and Buildings:

Additional land necessary for operation of railway ...	.....
New electric power stations, including machinery, etc.	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of railway	.....

Total additions to land and buildings

Additions to Other Permanent Property:	
Total additions to other permanent property	
Total additions to property accounts	
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)	
Total deductions from property accounts	
Net addition to property accounts for the year ...	

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:		
Cost of Railway:		
Roadbed and tracks		
Electric line construction, including poles, wiring, feeder lines, etc.		
Interest accrued during construction of railway		
Engineering and other expenses incident to construction ..		
Other items of railway cost		
Total cost of railway owned		
Cost of Equipment:		
Passenger cars and other rolling stock		
Electric equipment of same		
Other items of equipment		
Total cost of equipment owned		
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway ..		
Total cost of land and buildings owned		
Other Permanent Property:		
Total cost of other permanent property owned ...		
Total permanent investments		\$218,586 13
Cash and Current Assets:		
Cash ..	\$63,448 00	
Bills and accounts receivable	3,403 44	
Sinking and other special funds		
Other Cash and Current Assets:		
Fire insurance ..	13 00	
Total cash and current assets		66,864 44
Miscellaneous assets:		
Materials and supplies		
Other assets and property		
Total miscellaneous assets		
Profit and loss balance—deficit		
Total ..		\$285,450 57
Liabilities:		
Capital stock, common	\$100,000 00	
Capital stock, preferred		
Total capital stock		\$100,000 00
Funded debt		100,000 00
Real estate mortgages		

Current Liabilities:

Loans and notes payable .....	.....
Audited vouchers and accounts	\$37 75
Salaries and wages .....	.....
Dividends not called for .....	.....
Matured interest coupons unpaid .....	.....
Rentals due and unpaid .....	.....
Miscellaneous current liabilities .....	.....

Total current liabilities 37 75

Accrued Liabilities:

Interest accrued and not yet due .....	.....
Taxes accrued and not yet due	\$210 25
Rentals accrued and not yet due .....	.....
Miscellaneous accrued liabilities .....	.....

Total accrued liabilities 210 25

Sinking and Other Special Funds:

Accident Insurance Fund	\$4,555 90
Maintenance and Renewal Fund	13,669 93

Total sinking and other special funds 18,225 83

Profit and loss balance—surplus 66,976 74

Total \$285,450 57

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:

Capital stock, authorized by law, common	\$100,000 00
Capital stock authorized by law, preferred .....	.....

Total capital stock authorized by law \$100,000 00

Capital stock authorized by votes of company, common .....	.....
Capital stock authorized by votes of company, preferred .....	.....

Total capital stock authorized by vote

Capital stock issued and outstanding, common	\$100,000 00
Capital stock issued and outstanding, preferred .....	.....

Total capital stock outstanding \$100,000 00

Amount paid in on shares not yet issued .....	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....

Total capital stock liability

Number of shares issued and outstanding, common	1,000
Number of shares issued and outstanding, preferred . . . . .	....

Total number of shares outstanding 1,000

Number of stockholders, common	8
Number of stockholders, preferred .....	.....

Total number of stockholders 8

Amount of stock held, common .....	.....
Amount of stock held, preferred .....	.....

Total stock held

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....
.....
Totals.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	974,519
Number carried per mile of main railway track operated	139,217
Number of car miles run	166,663
Average number of persons employed	29
If the Company commenced operation during the year, give the date..	
Average amount received from each passenger	7.10c.
Amount of passenger earnings per mile of road	\$7,993 41

Freight:	
Number of tons freight earning revenue	40
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	12
Average rate of speed of freight cars per hour	12

Description of equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with Electric heaters.
Box passenger cars	1	..	..	.....	.....	.....	.....	.....	.....	..	..	.....	.....	1	....	1
Open passenger cars.....	2	..	..	.....	.....	.....	.....	.....	.....	..	..	.....	.....	2	....	....

MISCELLANEOUS EQUIPMENT.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses ..	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line	5.848	.....	1.132	6.98	6.98
“ of second main track. ....	.....	.....	.....	.....	.....
Total length of main track	5.848	.....	1.132	6.98	6.98
Length of sidings, switches, etc. ....	.....	.....	.....	.....	.....
Total, computed as single track	5.848	.....	1.132	6.98	6.98
Length of line under construction .....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED.

For Year Ending June 30, 1916.

Flour.		Grain.		Live stock.		Lumber.		Fuel.		All other articles.	Total Tonnage	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft.B.M.	Tons.	Cords.	Tons.			
.....

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
.....	lbs. 65	.....	2,460	.....

Names of the several cities and towns in which the railways operated by the Company are located: Hamilton and Dundas.

SUMMARY OF ACCIDENTS TO PROPERTY.

For Year Ending June 30, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....	2	.....	2	.....	4
Damage to property of Municipality.....
Damage to private property.	1	.....	.....	.....	1
Total.....	3	.....	2	.....	5

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
Passengers.....	3	.....	4	.....	7
Employees.....
Other persons.....
Totals.....	3	.....	4	.....	7

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: The Hamilton & Dundas Street Railway Co.

Names and business address of principal officers: President, John Dickenson, Hamilton; Vice-President, ———, ———; Treasurer, James Dixon, Hamilton; Clerk of Corporation, Geo. H. Kendall, Hamilton; General Counsel, Gibson, Levy & Gibson, Hamilton; Auditor, C. S. Scott, F.C.A., Hamilton; General Manager, E. P. Coleman, Hamilton; Superintendent, Geo. E. Waller, Hamilton.

Name of officer, and address, to whom correspondence regarding this report should be addressed: E. P. Coleman, General Manager, Hamilton.

Names and residence of Board of Directors: Lt.-Col. J. R. Moodie, Hamilton, Ont.; James Dixon, Hamilton, Ont.; Wm. C. Hawkins, Hamilton, Ont.; John Dickenson, Hamilton, Ont.; Alex. Bruce, Toronto, Ont.; J. A. MacDonnell, Toronto, Ont.

ANNUAL REPORT OF THE

HAMILTON, GRIMSBY & BEAMSVILLE ELECTRIC RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:	
Gross earnings from operation	\$136,420 42
Operating expenses	124,279 58
Net earnings from operation	\$12,140 84
Miscellaneous income .....	.....
Total miscellaneous income .....	.....
Gross income above operating expenses	\$12,140 84
Charges upon Income Accrued During the Year:	
Interest on funded debt	\$7,500 00
Interest and discount on unfunded debts and loans....	2,742 67
Taxes, Municipal	\$3,546 40
Taxes, Provincial	225 90
Taxes, Commutation	624 78
	4,397 08

Rentals of leased railways .....	.....
Payments to sinking and other special funds .....	.....
Other deductions from income .....	.....
Total charges and deductions from income	14,639 75
Net divisible income—minus	\$2,498 91
Dividends declared .....per cent. on \$.....	.....
.....per cent. on .....	.....
Total dividends declared .....	.....
Deficit for the year ending June 30th, 1916.....	\$2,498 91
Amount of surplus June 30th, 1915	27,042 74
Credits to profit and loss account during the year .....	.....
Total credits .....	.....
Debits to profit and loss account during the year .....	.....
Total debits .....	.....
Net amount credited to profit and loss .....	.....
Total surplus, June 30th, 1916	\$24,543 83

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried	\$91,781 65
“ carriage of mails	600 00
“ carriage of express and parcels	7,234 42
“ carriage of freight	28,713 32
“ tolls for use of tracks by other companies .....	.....
“ rentals of buildings and other property	7,079 98
“ advertising in cars	350 00
“ interest on deposits .....	.....
Other earnings from operation	661 05
Gross earnings from operation	\$136,420 42

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants	\$9,103 61
General office expenses and supplies	651 13
Legal expenses	2,215 40
Insurance	828 93
Switching charges, if any .....	.....

Other General Expenses:

Advertising	47 33
Incidentals	991 61
	13,838 01

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$17,355 98
Repair of electric line construction	3,694 13
Repair of buildings	1,134 49
	22,184 60

Maintenance of Equipment:

Maintenance and renewals	\$6,946 68
Repair of cars	6,917 65
Repair of electric equipment of cars	3,703 28
Repair of miscellaneous equipment	544 40
Provender and stabling	1,352 09
	19,464 10

Transportation Expenses:

Cost of electric motive power, \$.....; less power sold, \$; net	\$16,596 65	
Wages and compensation of persons employed in con- ducting transportation	25,205 04	
Removal of snow and ice	944 15	
Damages for injuries to persons and property	3,842 08	
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property	18,587 80	
Other transportation expenses	1,784 71	
Heating incidentals	1,832 44	
		68,792 87
Total operating expenses		\$124,279 58

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length feet) .....	.....
New electric line construction (length feet)...	.....
Other additions to railway .....	.....

Total additions to railway

Additions to Equipment:

Additional cars (..... in number) .....	.....
Electric equipment of same .....	.....
Other additional rolling stock .....	.....
Other additions to equipment .....	.....

Total additions to equipment

Additions to Land and Buildings:

Additional land necessary for operation of railway...	\$650 00
New electric power stations, including machinery, etc. ....	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of railway .....	.....

Total additions to land and buildings \$650 00

Additions to other permanent property

Total additions to other permanent property

Total additions to property accounts \$650 00

Deductions from property accounts (property sold or reduced
in valuation and credited to property accounts):

Transformers sold	\$1,050 00
Motors sold	855 00

Total deductions from property accounts 1,905 00

Net deductions from property accounts for the year \$1,255 00

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cost of Railway:

Roadbed and tracks .....	.....
Electric line construction, including poles, wiring, feeder lines, etc. ....	.....
Interest accrued during construction of railway.....	.....
Engineering and other expenses incident to construc- tion . . . . .	.....
Other items of railway cost .....	.....

Total cost of railway owned

Cost of Equipment:

Passenger cars and other rolling stock .....	.....
Electric equipment of same .....	.....
Other items of equipment .....	.....

Total cost of equipment owned

Cost of Land and Buildings:

Land necessary for operation of railway .....	.....
Electric power stations, including equipment .....	.....
Other buildings necessary for operation of railway....	.....

Total cost of land and buildings owned

Other permanent property

Total cost of other permanent property owned

Total permanent investments \$488,544 15

Cash and Current Assets:

Cash . . . . .	.....
Bills and accounts receivable	\$3,206 13
Sinking and other special funds .....	.....

Other Cash and Current Assets:

Insurance prepaid	103 00
-------------------------	--------

Total cash and current assets 3,309 13

Miscellaneous Assets:

Materials and supplies .....	.....
Other assets and property .....	.....

Total miscellaneous assets

Profit and loss balance—deficit

Total \$491,853 28

Liabilities:

Capital stock, common	\$235,000 00
Capital stock, preferred .....	.....

Total capital stock \$235,000 00

Funded debt 150,000 00

Real estate mortgages

Current Liabilities:

Loans and notes payable	\$47,739 72
Audited vouchers and accounts	225 38
Salaries and wages .....	.....
Dividends not called for .....	.....
Matured interest coupons unpaid .....	.....
Rentals due and unpaid .....	.....
Miscellaneous current liabilities .....	.....

Total current liabilities 47,965 10

Accrued Liabilities:

Interest accrued and not yet due	\$1,250 00
Taxes accrued and not yet due	1,766 65
Rentals accrued and not yet due .....	.....
Miscellaneous accrued liabilities .....	.....

Total accrued liabilities 3,016 65

Sinking and other Special Funds:

Accident insurance fund	\$1,018 75	
Maintenance and renewal fund	30,308 95	
Total sinking and other special funds		31,327 70
Profit and loss balance—surplus		24,543 83
Total		\$491,853 28

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:

Capital stock authorized by law, common	\$235,000 00	
Capital stock authorized by law, preferred		
Total capital stock authorized by law		\$235,000 00
Capital stock authorized by votes of company, common		
Capital stock authorized by votes of company, preferred		
Total capital stock authorized by vote		
Capital stock issued and outstanding, common		
Total stock issued and outstanding, preferred		
Total capital stock outstanding		\$235,000 00
Amount paid in on shares not yet issued.....		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
Total capital stock liability		\$235,000 00
Number of shares issued and outstanding, common	2,350	
Number of shares issued and outstanding, preferred		
Total number of shares outstanding ...	2,350	
Number of stockholders, common	8	
Number of stockholders, preferred		
Total number of stockholders	8	
Amount of stock held, common		
Amount of stock held, preferred		
Total stock held		

REAL ESTATE MORTGAGES.

Description of mortgage property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....
.....
Totals.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	1,019,152
Number carried per mile of main railway track operated	45,094
Number of car miles run	377,083
Average number of persons employed	70
If the Company commenced operation during the year, give the date...	
Average amount received from each passenger	9c.
Amount of passenger earnings per mile of road	\$4,061.13

Freight:	
Number of tons freight earning revenue	31,952
Number of tons freight carried per mile of road	1,413
Average amount received for each ton of freight	89c.
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	20
Average rate of speed of freight cars per hour	15

Description of equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars.....	8	..	..	..	4	..	..	..	..	..	..	..	..	12	4	8
Open passenger cars.....	2	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..

MISCELLANEOUS EQUIPMENT.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line.....	22.6	.....	.....	.....	22.6
„ of second main track..	.....	.....	.....	.....	.....
Total length of main track	22.6	.....	.....	.....	22.6
Length of sidings, switches, etc.	.....	.....	.....	.....	.....
Total, computed as single track	.....	.....	.....	.....	.....
Length of line under construct- tion	22.6	.....	.....	.....	22.6

DESCRIPTION OF FREIGHT CARRIED.
For Year Ending June 30, 1916.

Flour.		Grain.		Live stock.		Lumber.		Fuel.		All other articles.	Total Tonnage	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft. B. M.	Tons.	Cords.	Tons.			
.....	31,952	.....
.....

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
.....	56	.....	2,540	.....
.....	65	.....	2,540	.....
.....	84	.....	528	Steel ties laid in concrete.

Names of the several cities and towns in which the railways operated by the Company are located: Hamilton

SUMMARY OF ACCIDENTS TO PROPERTY.

For Year Ending June 30, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carlessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....	9	.....	6	.....	5
Damage to property of Municipality.....
Damage to private property.....	8	.....	.....	.....	3
Total.....	17	.....	6	.....	8

Total amount paid during year for damages caused by accidents \$

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed	Injured
Passengers	6	.....	7	.....	13
Employees	2	.....	2	.....	4
Other persons	1	.....	2	.....	3
Totals	9	.....	11	.....	20

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: Hamilton, Grimsby & Beamsville Elec. Ry. Co.

Names and business address of principal officers: President, Wm. C. Hawkins, Hamilton, Ont.; Vice-President, John Dickenson, Hamilton, Ont.; Treasurer, James Dixon, Hamilton, Ont.; Clerk of Corporation, Geo. H. Kendall, Hamilton, Ont.; General Counsel, Gibson, Levy & Gibson, Hamilton, Ont.; Auditor, C. S. Scott, F.C.A., Hamilton, Ont.; General Manager, E. P. Coleman, Hamilton, Ont.; Superintendent, Geo. E. Waller, Hamilton, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed: E. P. Coleman, General Manager, Hamilton, Ont.

Names and residence of Board of Directors: Lt.-Col. J. R. Moodie, Hamilton, Ont.; James Dixon, Hamilton, Ont.; Wm. C. Hawkins, Hamilton, Ont.; J. W. Sutherland, Hamilton, Ont.; Sir John M. Gibson, Hamilton, Ont.; W. E. Phee, Hamilton, Ont.; John Dickenson, Hamilton, Ont.

ANNUAL REPORT OF THE HAMILTON STREET RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:

Gross earnings from operation	\$659,709 00
Operating expenses	414,301 34

Net earnings from operation	\$245,407 66
-----------------------------------	--------------

Miscellaneous income

Total miscellaneous income	
Gross income above operating expenses	

Charges upon income accrued during the year:

Interest on funded debt	\$20,227 80
Interest and discount on unfunded debts and loans	13,187 46
Taxes, Municipal	\$5,680 41
Taxes, Provincial	2,032 24
Taxes, Commutation	60,402 44
	<u>68,115 09</u>

Rentals of leased railways	
Payments to sinking and other special funds	
Other deductions from income	

Total charges and deductions from income	101,530 35
--	------------

Net divisible income	\$143,877 31
----------------------------	--------------

Dividends declared, 10 per cent. on \$914,000.00	\$91,400 00
..... per cent. on	

Total dividends declared	<u>91,400 00</u>
--------------------------------	------------------

Surplus for the year ending June 30th, 1916	52,477 31
---	-----------

Amount of surplus June 30th, 1915	430,883 61
---	------------

Credits to profit and loss account during the year	
Total credits	

Debits to profit and loss account during the year	
Total debits	

Net amount credited to profit and loss	
--	--

Total surplus June 30th, 1916	<u>\$483,360 92</u>
-------------------------------------	---------------------

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried	\$683,278 16
“ carriage of mails .....	.....
“ carriage of express and parcels .....	.....
“ carriage of freight .....	.....
“ tolls for use of tracks by other companies .....	.....
“ rentals of buildings and other property	3,713 98
“ advertising in cars	724 98
“ interest on deposits .....	.....

Other Earnings from Operation:

Chartered cars	1,991 88
----------------------	----------

Gross earnings from operation \$659,709 00

Expenses of Operation:

General Expense:

Salaries of general officers and clerks and attendants..	\$25,325 05
General office expenses and supplies	1,020 49
Legal expenses	116 40
Insurance	2,262 50
Switching charges, if any .....	.....

Other General Expense:

Advertising	292 98
Incidentals	1,219 88

30,237 30

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$9,897 00
Repair of electric line construction	7,083 20
Repair of buildings	38 43

17,018 63

Maintenance of Equipment:

Maintenance and renewals	\$30,941 24
Repair of cars	29,176 65
Repair of electric equipment of cars	20,222 79
Repair of miscellaneous equipment .....	.....
Provender and stabling .....	.....

80,340 58

Transportation Expenses:

Cost of electric motive power, \$; less power sold, \$; net	\$67,202 30
Wages and compensation of persons employed in conducting transportation	159,323 21
Removal of snow and ice	3,331 98
Damages for injuries to persons and property	19,658 73
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property	20,151 25

Other Transportation Expenses:

.....	9,656 90
.....	7,380 46

286,704 83

Total operating expenses \$414,301 34

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length .....feet)	\$6,558 07
New electric line construction (length .....feet) ..	11,686 70
Other additions to railway .....	.....

Total additions to railway \$18,244 77

Additions to Equipment:

Additional cars (.....in number)	\$80 93	
Electric equipment of same	1,900 00	
Other additional rolling stock .....	.....
Other additions to equipment .....	.....
Total additions to equipment		1,980 93

Additions to land and buildings:

Additional land necessary for operation of railway ...	.....
New electric power stations, including machinery, etc. ....	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of railway .....	.....

Total additions to land and buildings

Additions to other permanent property:

Total additions to other permanent property

Total additions to property accounts \$20,225 70

Deductions from property accounts (properly sold or reduced

in valuation and credited to property accounts

Total deductions from property accounts

Net addition to property accounts for the year \$20,225 70

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cost of Railway:

Roadbed and tracks .....	.....
Electric line construction, including poles, wiring, feeder lines, etc. ....	.....
Interest accrued during construction of railway .....	.....
Engineering and other expenses incident to construc- tion .....	.....
Other items of railway cost .....	.....

Total cost of railway owned

Cost of Equipment:

Passenger cars and other rolling stock .....	.....
Electric equipment of same .....	.....
Other items of equipment .....	.....

Total cost of equipment owned

Cost of land and buildings:

Land necessary for operation of railway .....	.....
Electric power stations, including equipment .....	.....
Other buildings necessary for operation of railway....	.....

Total cost of land and buildings owned

Other permanent property:

Total cost of other permanent property owned

Total permanent investments \$2,139,083 21

Cash and Current Assets:

Cash .....	.....
Bills and accounts receivable	\$77,603 54	
Sinking and other special funds .....	.....
Other cash and current assets, fire insurance	301 96	

Total cash and current assets 77,905 50

Miscellaneous assets:

Materials and supplies	
Other assets and property	
Total miscellaneous assets	
Profit and loss balance—deficit	
Total	\$2,216,988 71

Liabilities:

Capital stock, common	\$1,205,000 00
Capital stock, preferred	
Total capital stock	\$1,205,000 00

Funded debt	440,000 00
Real estate mortgages	

Current Liabilities:

Loans and notes payable	
Audited vouchers and accounts	\$16,158 05
Salaries and wages	
Dividends not called for	
Matured interest coupons unpaid	1,440 00
Rentals due and unpaid	
Miscellaneous current liabilities	
Total current liabilities	\$17,598 05

Accrued Liabilities:

Interest accrued and not yet due	\$488 20
Taxes accrued and not yet due	3,734 24
Rentals accrued and not yet due	
Miscellaneous accrued liabilities	
Total accrued liabilities	\$4,222 44

Sinking and Other Special Funds:

Accident insurance fund	\$23,886 77
Maintenance reserve fund	42,920 53
Total sinking and other special funds	66,807 30
Profit and loss balance—surplus	483,360 92
Total	\$2,216,988 71

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:

Capital stock authorized by law, common	\$1,205,000 00
Capital stock authorized by law, preferred	
Total capital stock authorized by law	\$1,205,000 00
Capital stock authorized by votes of company, common	
Capital stock authorized by votes of company, preferred	
Total stock authorized by vote	
Capital stock issued and outstanding, common	\$1,205,000 00
Capital stock issued and outstanding, preferred	
Total capital stock outstanding	\$1,205,000 00
Amount paid in on shares not yet issued	
Amount paid in on stock to be exchanged	
Scrip convertible into stock	
Other paid stock liability	
Total capital stock liability	\$1,205,000 00

Number of shares issued and outstanding, common	24,100
Number of shares issued and outstanding, preferred .....	.....
Total number of shares outstanding.....	24,100
Number of stockholders, common	8
Number of stockholders, preferred .....	.....
Total number of stockholders	8
Amount of stock held, common .....	.....
Amount of stock held, preferred .....	.....
Total stock held .....	.....

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.*	Amount.	Interest paid during the year.
.....
.....
Totals.....

*Give month, day and year.

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	15,630,059
Number carried per mile of main railway track operated	521,001
Number of car miles run	2,618,393
Average number of persons employed	289
If the Company commenced operation during the year, give the date ..	
Average amount received from each passenger	4.11 cents.
Amount of passenger earnings per mile of road	\$21,775.94

Freight:	
Number of tons freight earning revenue .....	.....
Number of tons freight carried per mile of road .....	.....
Average amount received for each ton of freight .....	.....
Average receipts per ton of freight per mile .....	.....
Average rate of speed of passenger cars per hour .....	.....
Average rate of speed of freight cars per hour .....	.....

Description of equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars	69	13	..	.....	.....	.....	.....	.....	.....	..	1	.....	3	86	67	15
Open passenger cars	19	..	..	.....	.....	.....	.....	.....	.....	..	..	.....	..	19	.....	.....

MISCELLANEOUS EQUIPMENT.

Total Number.

Barges and omnibuses	} None
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated
Length of railway line.....	30.06	.....	.....	.....	30.06
“ of second main track. ....	.....	.....	.....	.....	.....
Total length of main track	30.06	.....	.....	.....	30.06
Length of sidings, switches, etc. ....	.....	.....	.....	.....	.....
Total, computed as single track .....	.....	.....	.....	.....	.....
Length of line under construction .....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED.

For Year Ending June 30, 1916.

Flour.		Grain.		Live stock.		Lumber.		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft.B.M.	Tons.	Cords.	Tons.			
.....

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General remarks.
Steel.	Iron.	Steel.	Iron.		
.....	65	.....	2,460	} Steel ties laid in concrete.
.....	94	.....	528	
.....	87	.....	528	

Names of the several cities and towns in which the railways operated by the Company are located: Hamilton, Ont.

SUMMARY OF ACCIDENTS TO PROPERTY.

For Year Ending June 30, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to company's property.....		198		222		73
Damage to property of municipality.....						
Damage to private property.....		58		14		95
Total		256		236		168

Total amount paid during year for damages caused by accidents, \$.....

ACCIDENTS TO PERSONS.

Killed and injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	1	64		327	1	391
Employees.....		8		4		12
Other persons.....				32		32
Totals.....	1	72		363	1	435

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: The Hamilton Street Railway Co.

Names and Business Addresses of Principal Officers: President, Wm. E. Phin, Hamilton, Ont.; Vice-President, John Dickerson, Hamilton, Ont.; Treasurer, James Dixon, Hamilton, Ont.; Clerk of Corporation, Geo. H. Kendall, Hamilton, Ont.; General Counsel, Gibson, Levy & Gibson, Hamilton, Ont.; Auditor, C. S. Scott, F.C.A., Hamilton, Ont.; General Manager, E. P. Coleman, Hamilton, Ont.; Superintendent, Geo. E. Waller, Hamilton, Ont.

Name of Officer, and address, to whom correspondence regarding this report should be addressed: E. P. Coleman, General Manager, Hamilton, Ont.

Names and Residence of Board of Directors: Lieut.-Col. J. R. Moodie, Hamilton, Ont.; James, Dixon, Hamilton, Ont.; Wm. C. Hawkins, Hamilton, Ont.; John Dickerson, Hamilton, Ont.; Wm. E. Phin, Hamilton, Ont.; Alex. Bruce, Toronto, Ont.; J. M. MacDonnell, Toronto, Ont.

ANNUAL REPORT OF THE

HUNTSVILLE AND LAKE OF BAYS RAILWAY COMPANY.

FOR THE YEAR ENDING DECEMBER 31ST, 1916.

General Exhibit:	
Gross earnings from operation	\$3,407 19
Operating expenses	1,748 65
Net earnings from operation	\$1,658 54
Miscellaneous income	
Total miscellaneous income	
Gross income above operating expenses	\$1,658 54

Charges Upon Income Accrued During the Year:

Interest on funded debt .....	.....
Interest and discount on unfunded debts and loans ..	.....
Taxes, Municipal	\$71 25
Taxes, Provincial .....	....
Taxes, Commutation .....	....
	<u>\$71 25</u>
Rentals of leased railways .....	.....
Payments to sinking and other special funds .....	.....
Other deductions from income .....	.....
	<u>71 25</u>
Total charges and deductions from income	71 25
Net divisible income	\$1,587 29
Dividends declared, 6 per cent. on \$27,800.00	\$1,668 00
.....per cent. on .....	.....
	<u>1,668 00</u>
Total dividends declared	1,668 00
Deficit for the year ending December 31st, 1916	\$80 71
Amount of deficit, December 31st, 1915	514 08
Credits to profit and loss account during the year .....	.....
Total credits .....	.....
Debits to profit and loss account during the year .....	.....
Total debits .....	.....
Net amount credited to profit and loss .....	.....
	<u>\$594 79</u>

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried	\$1,477 41
“ carriage of mails	30 00
“ carriage of express and parcels .....	.....
“ carriage of freight	1,123 45
“ tolls for use of tracks by other com- panies ..	.....
“ rentals of buildings and other property .....	.....
“ advertising in cars .....	.....
“ interest on deposits .....	.....
Other Earnings from Operation:	
Bark ..	415 42
Lumber ..	360 91
	<u>\$3,407 19</u>
Gross earnings from operation	\$3,407 19

Expenses of Operation:

General Expenses:	
Salaries of general officers and clerks and attendants .....	.....
General office expenses and supplies .....	.....
Legal expenses .....	.....
Insurance ..	\$45 00
Switching charges, if any .....	.....
Other General Expenses:	
Fuel, \$429.26; oil and grease, \$25.00; inspection of locomotive, \$10.00	464 26
	<u>\$509 26</u>

Maintenance of Roadbed and Buildings:

Repair of roadbed and track .....estimated	\$150 00
Repair of electric line construction .....	.....
Repair of buildings .....	.....
	<u>150 00</u>

Maintenance of Equipment:		
Repair of cars		
Repair of electric equipment of cars		
Repair of miscellaneous equipment	\$339 76	
Provender and stabling		
		339 76
Transportation Expenses:		
Cost of electric motive power \$.....; less power sold,; net		
Wages and compensation of persons employed in con- ducting transportation	\$718 18	
Removal of snow and ice		
Damages for injuries to persons and property	8 25	
Tolls for trackage over other railways		
Rentals of buildings and other property		
Other transportation expenses	15 00	
.....	8 20	
		749 63
Total operating expenses		\$1,748 65

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:		
Extension of tracks (length .....feet)		
New electric line construction (length .....feet) ..		
Other additions to railway		
Total additions to railway		
Additions to Equipment:		
Additional cars (.....in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment		
Total additions to equipment		
Additions to Land and Buildings:		
Additional land necessary for operation of railway ..		
New electric power stations, including machinery, etc.		
Additional equipment of power stations		
Other new buildings necessary for operation of rail- way ..		
Total additions to land and buildings		
Additions to Other Permanent Property:		
Total additions to other permanent property		
Total additions to property accounts		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)		
Total deductions from property accounts		
Net addition to property accounts for the year		

GENERAL BALANCE SHEET, DECEMBER 31ST, 1916.

Assets:		
Cost of railway:		
Roadbed and tracks	\$14,695 67	
Electric line construction, including poles, wiring, feeder lines, etc.		
Interest accrued during construction of railway	2,325 43	
*Engineering and other expenses incident to con- struction . .	2,219 27	
Other items of railway cost		
Total cost of railway owned		\$19,240 37

*Stated in report as \$2,814.16 but changed as the balance sheet showed a discrepancy of \$594.79.

Cost of equipment:	
Passenger cars and other rolling stock	\$5,813 40
Electric equipment of same .....	.....
Other items of equipment	1,760 71
Total cost of equipment owned	7,574 11
Cost of Land and Buildings:	
Land necessary for operation of railway .....	.....
Electric power stations, including equipment .....	.....
Other buildings necessary for operation of railway ...	.....
Total cost of land and buildings owned	390 73
Other Permanent Property:	
Total cost of other permanent property owned .....	.....
Total permanent investments	\$27,205 21
Cash and Current Assets:	
Cash .....	.....
Bills and accounts receivable .....	.....
Sinking and other special funds .....	.....
Other cash and current assets .....	.....
Total cash and current assets .....	.....
Miscellaneous assets:	
Materials and supplies .....	.....
Other assets and property .....	.....
Total miscellaneous assets .....	.....
Profit and loss balance—deficit	594 79
Total	\$27,800 00
Liabilities:	
Capital stock, common	\$27,800 00
Capital stock, preferred .....	.....
Total capital stock	\$27,800 00
Funded debt .....	.....
Real estate mortgages .....	.....
Current Liabilities:	
Loans and notes payable .....	.....
Audited vouchers and accounts .....	.....
Salaries and wages .....	.....
Dividends not called for .....	.....
Matured interest coupons unpaid .....	.....
Rentals due and unpaid .....	.....
Miscellaneous current liabilities .....	.....
Total current liabilities .....	.....
Accrued Liabilities:	
Interest accrued and not yet due .....	.....
Taxes accrued and not yet due .....	.....
Rentals accrued and not yet due .....	.....
Miscellaneous accrued liabilities .....	.....
Total accrued liabilities .....	.....
Sinking and Other Special Funds:	
Total sinking and other special funds .....	.....
Profit and loss balance—surplus .....	.....
Total	\$27,800 00

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:	
Capital stock authorized by law, common	\$50,000 00
Capital stock authorized by law, preferred .....	.....
Total capital stock authorized by law	\$50,000 00
Capital stock authorized by votes of company, common .....	.....
Capital stock authorized by votes of company, preferred .....	.....
Total capital stock authorized by vote .....	.....
Capital stock issued and outstanding, common	\$27,800 00
Capital stock issued and outstanding, preferred .....	.....
Total capital stock outstanding	\$27,800 00
Amount paid in on shares not yet issued .....	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....
Total capital stock liability .....	.....
Number of shares issued and outstanding, common	278
Number of shares issued and outstanding, preferred . . . . .	....
Total number of shares outstanding	278
Number of stockholders, common .....	....
Number of stockholders, preferred .....	.....
Total number of stockholders	6
Amount of stock held, common	\$27,800 00
Amount of stock held, preferred .....	.....
Total stock held	\$27,800 00

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.*	Amount.	Interest paid during the year.
.....
.....
Totals

*Give month, day and year.

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	10,716
Number carried per mile of main railway track operated	6,124
Number of car miles run .....estimated	2,300
Average number of persons employed	4
If the Company commenced operation during the year, give the date, May 1st to November 31st.	
Average amount received from each passenger	13.78c.
Amount of passenger earnings per mile of road	

Freight:

Number of tons freight earning revenue	3,025
Number of tons freight carried per mile of road	3,729
Average amount received for each ton of freight	62.80c.
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	8
Average rate of speed of freight cars per hour	4

Description of equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with Electric heaters.
Box passenger cars	2	.....	.....	10	.....	.....	.....	.....	.....	.....	2	.....
Open passenger cars

MISCELLANEOUS EQUIPMENT.

Total Number.

Barges and omnibuses .....	.....
Carts and snow sleds .....	.....
Other railway rolling stock .....	.....
Other highway vehicles .....	.....
Horses .....	.....
Other items of equipment:	
One 10-ton crane equipped on truck	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line	1.437	.....	.....	.....	1.437
“ of second main track..	.....	.....	.....	.....	.....
Total length of main track	1.437	.....	.....	.....	1.437
Length of sidings, switches, etc.	0.312	.....	.....	.....	0.312
Total, computed as single track.	1.750	.....	.....	.....	1.750
Length of line under construction.....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED.

For Year Ending December 31st, 1916.

Flour.		Grain.		Live stock.		Lumber,		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbbs.	Tons.	Bush.	Tons.	No.	Tons.	Ft.B.M.	Tons.	Bark.	Tons.			
.....	370,058	750	51,935	575	1,700	3,025	*
.....

*Tonnage estimated not weighed.

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron,		
13 4	90	.....	Est. 1,800	Operated from May 1st-Nov. 21st (about) each year for benefit of settlers and tourists.
.....	

Names of the several cities and towns in which the railways operated by the Company are located: Portage, Ont.

SUMMARY OF ACCIDENTS TO PROPERTY.

For Year Ending December 31st, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's pro- perty.....	1	.....	.....	.....	.....
Damage to property of muni- cipality.....
Damage to private property.
Total.....	1	.....	.....	.....	.....

Total amount paid during year for damages caused by accidents, \$8.25

ACCIDENTS TO PERSONS.

Killed and injured.	From causes beyond their own control.		From their own mis- conduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers
Employees.....
Other persons.....
Totals

STATEMENT OF EACH ACCIDENT.

Injury to one of feet owing to derailed car, caused by spreading of rails.

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: The Huntsville & Lake of Bays Railway Company, Huntsville, Ont.

Names and business address of principal officers: President, Chas. O. Shaw, Huntsville, Ont.; Vice-President, H. Foster Chaffee, Brockville, Ont.; Treasurer, John W. McKee, Huntsville, Ont.; Clerk of Corporation, ———, ———; General Counsel, Thomas Johnson, Bracebridge, Ont.; Auditor, Ed. S. Romborough, Bracebridge, Ont.; General Manager, Wm. J. Moore, Huntsville, Ont.; Superintendent, W. H. Elder, Huntsville, Ont.

Name of officer, and address to whom correspondence regarding this report should be addressed: Wm. J. Moore, General Manager and Secretary, Huntsville, Ont.

Names and residence of Board of Directors: Chas. O. Shaw, Huntsville, Ont.; H. Foster Chaffee, Brockville, Ont.; Wm. J. Moore, Huntsville, Ont.; John McKee, Huntsville, Ont.; Silas H. Jacobs, Lindsay.

ANNUAL REPORT OF THE
INTERNATIONAL TRANSIT COMPANY

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:

Gross earnings from operation	\$97,886 24	
Operating expenses	64,204 19	
Net earnings from operation		\$33,182 05
Miscellaneous Income:		
Interest	\$41 42	
Total miscellaneous income		41 42
Gross income above operating expenses		\$33,223 47
Charges upon Income Accrued During the Year:		
Interest on funded debt	\$10,000 00	
Interest and discount on unfunded debts and loans...	3,740 61	
Taxes, Municipal		
Taxes, Provincial		
Taxes, Commutation		
	1,006 64	
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from income		14,747 25
Net divisible income		\$18,476 22
Dividends declared .....per cent. on \$.....		
.....per cent. on		
Total dividends declared		
Surplus for the year ending June 30th, 1916		\$18,476 22
Amount of surplus, June 30th, 1915		4,745 86
Credits to profit and loss account during the year		
Total credits		
Debits to profit and loss account during the year.....		
Total debits		
Net amount credited to profit and loss		
Total surplus, June 30th, 1916		\$23,222 08

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried	\$65,115 40
“ carriage of mails	
“ carriage of express and parcels	
“ carriage of freight	10 00
“ tolls for use of tracks by other com- panies	
“ rentals of buildings and other property	
“ advertising in cars	1,271 69
“ interest on deposits	

Other Earnings from Operation:

Tickets, etc.	157 75
Ferry	30,831 40

Gross earnings from operation \$97,386 24

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants.	\$696 03	
General office expenses and supplies and store room expenses	733 95	
Legal expenses	403 56	
Insurance	1,973 02	
Switching charges, if any . . . . .	.....
Other general expenses . . . . .	.....
		3,806 56

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$2,211 52	
Repair of electric line construction and superintendence	447 88	
Repair of buildings	30 70	
		2,690 10

Maintenance of Equipment:

Repair of cars	\$3,448 46	
Repair of electric equipment of cars	1,324 31	
Repair of miscellaneous equipment	2 64	
Superintendence	392 17	
Shop expense	537 89	
		5,705 47

Transportation Expenses:

Cost of electric motive power purchased	\$9,999 96	
Wages and compensation of persons employed in conducting transportation	18,081 77	
Removal of snow and ice	431 42	
Damages for injuries to persons and property	995 44	
Tolls for trackage over other railways . . . . .	.....
Rentals of buildings and other property	306 94	

Other Transportation Expenses:

.....	648 98	
.....	21,537 55	
		52,002 06

Total operating expenses \$64,204 19

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:	
Extension of tracks (length feet) .....	.....
New electric line construction (length feet) ..	.....
Other additions to railway .....	.....
Total additions to railway	
Additions to Equipment:	
Additional cars (..... in number) .....	.....
Electric equipment of same .....	.....
Other additional rolling stock .....	.....
Other additions to equipment .....	.....
Total additions to equipment	
Additions to Land and Buildings:	
Additional land necessary for operation of railway...	.....
New electric power stations, including machinery, etc.	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of railway	.....
Total additions to land and buildings	
Additions to other permanent property .....	.....
Total additions to other permanent property.....	
Total additions to property accounts	
Deductions from property accounts (property sold or reduced	
in valuation and credited to property accounts) .....	.....
Total deductions from property accounts	
Net addition to property accounts for the year	

May 18, 1916.—General reorganization of the Company. Assets were reduced and merged into a new property account, in order to clean up books and make a correct showing.

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:	
Cost of Railway:	
Roadbed and tracks	\$128,775 63
Electric line construction, including poles, wiring, feeder lines, etc.	28,784 68
Interest accrued during construction of railway.....	5,450 28
Engineering and other expenses incident to construction	14,057 34
Other items of railway cost .....	.....
Total cost of railway owned	
Cost of Equipment:	
Passenger cars and other rolling stock	\$27,561 11
Electric equipment of same	23,776 58
Other Items of Equipment:	
Miscellaneous	3,256 75
Shop tools and machinery	502 95
Total cost of equipment owned	
Cost of Land and Buildings:	
Land necessary for operation of railway .....	.....
Electric power stations, including equipment .....	.....
Other buildings necessary for operation of railway..	\$26,035 79
Total cost of land and buildings owned	

Other Permanent Property:

Rights and franchises	\$83,692 54
Wharves and landings	15,684 91
Ferry	90,466 43

Total cost of other permanent property owned 189,843 88

Total permanent investments \$488,044 99

Cash and Current Assets:

Cash	\$24,838 06
Bills and accounts receivable	752 59
Sinking and other special funds .....	.....

Other Cash and Current Assets:

Prepaid accounts	116 25
------------------------	--------

Total cash and current assets 25,706 90

Miscellaneous Assets:

Materials and supplies, and fuel	\$4,164 66
Other assets and property .....	.....

Total miscellaneous assets 4,164 66

Profit and loss balance—deficit

Total \$477,916 55

Liabilities:

Capital stock, common	\$150,000 00
Capital stock, preferred .....	.....

Total capital stock \$150,000 00

Funded debt 200,000 00

Real estate mortgages

Current Liabilities:

Loans and notes payable	\$20,000 00
Audited vouchers and accounts	4,340 89
Salaries and wages .....	.....
Dividends not called for .....	.....
Matured interest coupons unpaid .....	.....
Rentals due and unpaid .....	.....

Miscellaneous Current Liabilities:

U. S. alien per capita fund	36 00
Advance billing	90 00

Total current liabilities 24,466 89

Accrued Liabilities:

Interest accrued and not yet due .....	.....
Taxes accrued and not yet due	\$593 99
Rentals accrued and not yet due .....	.....
Miscellaneous accrued liabilities .....	.....

Total accrued liabilities \$593 99

Sinking and other Special Funds:

Workmen's Compensation	\$711 21
Reserve for public liability	77,039 81
Reserve for general purposes	1,882 57

Total sinking and other special funds \$79,633 59

Profit and loss balance—surplus 23,222 08

Total \$477,916 55

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:	
Capital stock authorized by law, common	\$150,000 00
Capital stock authorized by law, preferred .....	.....
Total capital stock authorized by law	\$150,000 00
Capital stock authorized by votes of company, common .....	.....
Capital stock authorized by votes of company, preferred .....	.....
Total capital stock authorized by vote .....	.....
Capital stock issued and outstanding, common	\$150,000 00
Capital stock issued and outstanding, preferred .....	.....
Total capital stock outstanding	\$150,000 00
Amount paid in on shares not yet issued.....	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....
Total capital stock liability .....	.....
Number of shares issued and outstanding, common	3,000
Number of shares issued and outstanding, preferred .....	.....
Total number of shares outstanding	3,000
Number of stockholders, common	8
Number of stockholders, preferred .....	.....
Total number of stockholders	8
Amount of stock held, common	\$150,000 00
Amount of stock held, preferred .....	.....
Total stock held	\$150,000 00

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
.....
.....
Totals.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	1,536,747
Number carried per mile of main railway track operated	428,063
Number of car miles run	287,342
Average number of persons employed (general, 25; official, 4; ferry, 16)	45
If the Company commenced operation during the year, give the date: Reorganized May 18th, 1916.	
Average amount received from each passenger	4.1c.
Amount of passenger earnings per mile of road	\$18,137.99

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	10
Average rate of speed of freight cars per hour	

Description of equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars.....	8	3	..	....	....	....	....	....	....	..	..	....	1	8	1	8
Open passenger cars.....	....	..	..	....	....	....	....	....	....	..	..	....	..	....	....	....

MISCELLANEOUS EQUIPMENT.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other Highway Vehicles:	
Tower wagon	1
Horses	
Other Items of Equipment:	
Ferry boat	1

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways	Total owned, leased, etc.	Total operated.
Length of railway line.....	4.30	.....	.....	4.30	3.588
" second main track..	.....	.....	.....	.....	.....
Total length of main track	4.30	.....	.....	4.30	3.588
Length of sidings, switches, etc.	.22	.....	.....	.22	.22
Total, computed as single track	4.52	.....	.....	4.52	3.808
Length of line under construction.....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED.
For Year Ending June 30, 1916.

Flour.		Grain.		Live stock.		Lumber.		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft.B.M.	Tons.	Cords.	Tons.			
.....	Two cars cinders at \$5 per car.		.....
.....

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
.....	80	.....	3,520	.....
.....	85	.....	.....	.....

Names of the several cities and towns in which the railways operated by the Company are located: Sault Ste. Marie, Steelton; also ferry between Ontario, Canada, and Michigan, U.S.A.

SUMMARY OF ACCIDENTS TO PROPERTY.
For Year Ending June 30, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....
Damage to property of Municipality.....
Damage to private property.....
Total.....

Total amount paid during the year for damages caused by accidents,

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers
Employees
Other persons
Totals

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: The International Transit Company, Wilcox Building, Sault Ste. Marie, Ont.

Names and business address of principal officers: President, J. O. Heyworth, Harvester Building, Chicago, Ill., U.S.A.; Vice-Presidents—Martin J. Onsull, 72 W. Adams St., Chicago, Ill., U.S.A., J. A. McPhail, Sault Ste. Marie, Ont.; Treasurer, R. W. Waite, 72 W. Adams St., Chicago, Ill., U.S.A.; Secretary, Phillip L. James, Lake Forest, Illinois, U.S.A.; General Counsel, J. A. McPhail, Sault Ste. Marie, Ont.; Auditor, W. F. Scott, Sault Ste. Marie, Ont.; General Manager, A. E. Pickering, Sault Ste. Marie, Ont.; Superintendent, J. Summerhays, Sault Ste. Marie, Ont..

Name of officer, and address, to whom correspondence regarding this report should be addressed: A. E. Pickering, Manager, Sault Ste. Marie, Ont.

Names and residence of Board of Directors: Stedman Buttrick, 72 West Adams St., Chicago, Ill., U.S.A.; J. O. Heyworth, Harvester Bldg., Chicago, Ill., U.S.A.; Martin J. Onsull, 72 West Adams St., Chicago, Ill., U.S.A.; Samuel Onsull, 72 W. Adams St., Chicago, Ill., U.S.A.; J. A. McPhail, Sault Ste. Marie, Ont.; J. L. Martin, 72 West Adams St., Chicago, Ill., U.S.A.

ANNUAL REPORT OF THE
KINGSTON, PORTSMOUTH & CATARAQUI RAILWAY COMPANY.
FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:		
Gross earnings from operation	\$41,521 66	
Operating expenses	30,763 02	
Net earnings from operation		\$10,758 64
Miscellaneous Income:		
Rent, \$1,088.31; advertising, \$400.00	\$1,488 31	
C. P. Ry. stock	220 00	
Total miscellaneous income		1,708 31
Gross income above operating expenses		\$12,466 95
Charges Upon Income Accrued During the Year:		
Interest on funded debt	\$3,970 00	
Interest and discount on unfunded debts and loans ..	.....
Taxes, Municipal .....	.....
Taxes, Provincial .....	.....
Taxes, Commutation .....	.....
Rentals of leased railways .....	.....
Payments to sinking and other special funds .....	.....
Other deductions from income .....	.....
Total charges and deductions from income		
Net divisible income		
Dividends declared .....per cent. on \$		
.....per cent. on		
Total dividends declared		\$3,970 00
Surplus or deficit for the year ending June 30th, 1916		\$8,496 95
Amount of surplus or deficit, June 30th, 1915		

Credits to profit and loss account during the year	
Total credits	
Debits to profit and loss account during the year	
Total debits	
Net amount credited to profit and loss	
Total surplus or deficit, June 30th, 1916	\$8,496 95

EARNINGS AND EXPENSES OF OPERATION.

Earnings From Operation:

Receipts from passengers carried	\$41,521 66
" carriage of mails	
" carriage of express and parcels	
" carriage of freight	
" tolls for use of tracks by other com- panies	
" rentals of buildings and other property	1,088 31
" advertising in cars	400 00
" interest on C. P. Ry. stock	220 00
Other earnings from operation	
Gross earnings from operation	\$43,229 97

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants	\$2,899 00
General office expenses and supplies, expenses, \$382.62; postage, \$37.50	420 12
Legal expenses	15 00
Insurance	610 89
Switching charges, if any	

Other General Expenses:

Incidentals, \$67.43; oil and grease, \$83.33; *taxes, \$854.66	1,005 42
Water and light, \$66.63; advertising, \$84.65 †L. O. Park, \$1,629.89; printing and stationery, \$229.21..	2,010 38
	\$6,960 81

Maintenance of Roadbed and Buildings:

Repair of roadbed and track, ord. repairs, \$2,993.50; Pt. St. track, \$175.00; interest, \$30.80	\$3,199 94
Repair of electric line construction	119 87
Repair of buildings	177 60
	3,497 41

Maintenance of Equipment:

Repair of cars, wages	\$3,900 35
Repair of electric equipment of cars	1,198 36
Repair of miscellaneous equipment, machine shop expenses	176 80
Provender and stabling	
	5,275 51

Transportation Expenses:

Cost of electric motive power, \$4,758.68; less power sold, \$.....; net; engine repairs, \$537.55	\$5,296 23
Wages and compensation of persons employed in con- ducting transportation	8,914 50
Removal of snow and ice	624 84
Damages for injuries to persons and property	193 72
Tolls for trackage over other railways	
Rentals of buildings and other property	
Other transportation expenses	
	15,029 29
Total operating expenses	\$30,763 02

*Taxes should have been entered under General Exhibit.

†Park expenses should have been entered under General Exhibit.

PROPERTY ACCOUNTS---ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length .....feet) .....	.....
New electric line construction (length .....feet) ..	.....
Other additions to railway .....	.....
<hr/>	
Total additions to railway .....	.....

Additions to Equipment:

Additional cars (.....in number) .....	.....
Electric equipment of same .....	.....
Other additional rolling stock .....	.....
Other additions to equipment .....	.....
<hr/>	

Total additions to equipment
------------------------------------	-------

Additions to Land and Buildings:

Additional land necessary for operation of railway ..	.....
New electric power stations, including machinery, etc.	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of rail- way . . . . .	.....
<hr/>	
Total additions to land and buildings .....	.....

Additions to Other Permanent Property:

Total additions to other permanent property
<hr/>	
Total additions to property accounts

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)

Total deductions from property accounts .....	.....
Net addition to property accounts for the year ....	.....

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cost of Railway:

Roadbed and tracks .....	.....
Electric line construction, including poles, wiring, feeder lines, etc. ....	.....
Interest accrued during construction of railway ....	.....
Engineering and other expenses incident to con- struction . . . . .	.....
Other items of railway cost .....	.....

Total cost of railway owned

Cost of Equipment:

Passenger cars and other rolling stock .....	.....
Electric equipment of same .....	.....
Other items of equipment .....	.....

Total cost of equipment owned

Cost of Land and Buildings:

Land necessary for operation of railway .....	.....
Electric power stations, including equipment .....	.....
Other buildings necessary for operation of railway ..	.....

Total cost of land and buildings owned

Other Permanent Property:

Total cost of other permanent property owned

Total permanent investments

Cash and Current Assets:

Cash
Bills and accounts receivable .....	.....
Sinking and other special funds .....	.....
Other cash and current assets .....	.....

Total cash and current assets

Miscellaneous Asset::

Materials and supplies .....	.....
Other assets and property .....	.....

Total miscellaneous assets

Profit and loss balance—deficit

Total

Liabilities:

Capital stock, common	\$40,000 00
Capital stock, preferred	43,100 00

Total capital stock \$83,100 00

Funded debt 100,000 00

Real estate mortgages 100,000 00

Current Liabilities:

Loans and notes payable .....	.....
Audited vouchers and accounts .....	.....
Salaries and wages .....	.....
Dividends not called for .....	.....
Matured interest coupons unpaid .....	.....
Rentals due and unpaid .....	.....
Miscellaneous current liabilities .....	.....

Total current liabilities

Present Company bought up late insolvent company's debts and stock, the
annual charge on bonded indebtedness being \$4,000.00.

Accrued Liabilities:

Interest accrued and not yet paid	\$6,075 00
Taxes accrued and not yet due .....	.....
Rentals accrued and not yet due .....	.....
Miscellaneous accrued liabilities .....	.....

Total accrued liabilities

Sinking and Other Special Funds:

Total sinking and other special funds .....	.....
Profit and loss balance—surplus .....	.....

Total

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:

Capital stock authorized by law, common .....	.....
Capital stock authorized by law, preferred .....	.....

Total capital stock authorized by law

Capital stock authorized by votes of company, common .....	.....
Capital stock authorized by votes of company, preferred .....	.....

Total capital stock authorized by vote

Capital stock issued and outstanding, common	\$40,000 00
Capital stock issued and outstanding preferred	43,100 00 .

Total capital stock outstanding \$83,100 00

Amount paid in on .....shares not yet issued ....	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....

Total capital stock liability

Number of shares issued and outstanding, common	400
Number of shares issued and outstanding, preferred	431

Total number of shares outstanding 831

Number of stockholders, common	20
Number of stockholders, preferred	5

Total number of stockholders 25

Amount of stock held, common .....	.....
Amount of stock held, preferred .....	.....

Total stock held

REAL ESTATE MORTGAGES.

Description of Mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
All to secure bonds	4%	5/7/26	\$100,000	.....
Totals.....	.....	.....	.....	.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, etc.:

Number of passengers paying revenue carried during the year	1,032,656
Number carried per mile of main railway track operated	129,082
Number of car miles run	199,680
Average number of persons employed	19
If the Company commenced operation during the year, give the date..	
Average amount received from each passenger	4.02c.
Amount of passenger earnings per mile of road	

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	9
Average rate of speed of freight cars per hour	

Description of Equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans. Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars	8	..	..	....	....	....	....	....	....	1	1	2	all	....	all
Open passenger cars	12	..	..	....	....	....	....	....	....	..	..	..	..	..	..

MISCELLANEOUS EQUIPMENT.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line	8	.....	.....	.....	.....
" of second main track ..	.....	.....	.....	.....	.....
Total length of main track	8	.....	.....	.....	.....
Length of sidings, switches, etc. ....	.....	.....	.....	.....	.....
Total, computed as single track .....	.....	.....	.....	.....	.....
Length of line under construc- tion .....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED.

For Year Ending June 30, 1916.

Flour.		Grain.		Live stock.		Lumber.		Fuel.		All other articles.	Total Tonnage	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft. B. M.	Tons.	Cords.	Tons.			
.....
.....

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General remarks.
Steel.	Iron.	Steel.	Iron.		
.....	56-60	.....	2,600	.....
.....	90	.....	.....	.....
.....
.....

Names of the several cities and towns in which the railways operated by the Company are located: Kingston and Portsmouth.

SUMMARY OF ACCIDENTS TO PROPERTY.

June, 30th, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Companys' property.....
Damage to property of Municipality.....
Damage to private property.....
Total.....

Total amount paid during year for damages caused by accidents, \$193.72.

ACCIDENTS TO PERSONS.

Killed and injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....
Employees.....
Other persons.....	1	.....	.....	.....
Totals.....	1	.....	.....	.....

STATEMENT OF EACH ACCIDENT.

— McCaul after leaving the park at 8 p.m., July 1st, 1915, and when crossing the track was struck by a car and killed. Company relieved of responsibility at inquest.

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: Kingston, Portsmouth & Cataraqui Electric Railway Company, Kingston, Ont.

Names and business address of principal officers: President, Henry W. Richardson, Kingston, Ont.; Vice-President, Robt. V. Rogers (deceased), Kingston, Ont.; Treasurer, William F. Nickle, Kingston, Ont.; Superintendent, Hugh C. Nickle.

Name of officer, and address to whom correspondence regarding this report should be addressed: Wm. F. Nickle, Secretary and Treasurer, Kingston, Ont.

Names and residence of Board of Directors: Henry W. Richardson, Kingston, Ont.; Robt. V. Rogers (deceased), Kingston, Ont.; William F. Nickle, Kingston, Ont.; Hugh C. Nickle, Kingston, Ont.; Capt. George Richardson (serving at front), Kingston, Ont.; James Richardson, Kingston, Ont.; W. D. Ross, Toronto, Ont.

ANNUAL REPORT OF THE

KITCHENER LIGHT COMMISSION *RE* BERLIN AND WATERLOO STREET
RAILWAY COMPANY.

FOR THE YEAR ENDING DECEMBER 31ST, 1916.

General Exhibit:

Gross earnings from operation	\$55,261 47
Operating expenses	33,887 06
Net earnings from operation	\$21,374 41
Miscellaneous income	
Gross income above operating expenses	\$21,374 41
Charges upon Income Accrued During the Year:	
Interest on funded debt	\$8,059 04
Interest and discount on unfunded debts and loans....	
Taxes, Municipal	
Taxes, Provincial	
Taxes, Commutation	
Rentals of leased railways	
Payments to sinking and other special funds	
Depreciation	\$9,400 40
	9,400 40
Other Deductions from Income:	
Patriotic Fund	\$300 00
Account receivable, written off	8 50
	308 50
Total charges and deductions from income	\$17,767 94
Net divisible income	\$3,606 47
*Dividends declared .....per cent. on \$	
.....per cent. on \$	
Total dividends declared	
*Surplus or deficit Dec. 31st, 1916	\$3,606 47

*Instead of dividends the surplus each year is divided equally between Kitchener and Waterloo Corporations.

Amount of surplus or deficit Dec. 31st, 1916	\$1,228 88
Credits to profit and loss account during the year	
Total credits	
Debits to profit and loss account during the year	
Total debits	
Net amount credited to profit and loss	
Total surplus, December 31st, 1916	\$3,606 47
EARNINGS AND EXPENSES OF OPERATION.	
Earnings from Operation:	
Receipts from passengers carried	\$48,724 67
" carriage of mails	1,872 50
" carriage of express and parcels	249 52
" carriage of freight	
" tolls for use of tracks by other com-	
panies	3,546 67
" rentals of buildings and other property	
" advertising in cars	795 00
" interest on deposits	73 11
Other earnings from Operation:	
Gross earnings from operation	\$55,261 47
Expenses of Operation:	
General Expenses:	
Salaries of general officers and clerks and attendants.	\$1,854 28
General office expenses and supplies	1,006 42
Legal expenses	3 50
Insurance	2,318 13
Switching charges, if any	
Other General Expenses:	
Uniforms, advertising, printing, etc.	1,627 95
Heating barns	293 37
	\$7,103 65
Maintenance of Roadbed and Buildings:	
Repair of roadbed and track	\$1,821 27
Repair of electric line construction	
Repair of buildings	14 36
	1,835 63
Maintenance of Equipment:	
Repair of cars	\$5,472 46
Repair of electric equipment of cars	
Repair of miscellaneous equipment	
Provender and stabling	
	5,472 46
Transportation Expenses:	
Cost of electric motive power, \$.....; less power	
sold, \$; net	\$6,063 48
Wages and compensation of persons employed in con-	
ducting transportation	12,137 51
Removal of snow and ice	149 01
Damages for injuries to persons and property	
Tolls for trackage over other railways	
Rentals of buildings and other property	
Other Transportation expenses:	
Tools and supplies	472 59
Crossing expenses	652 73
	19,475 32
Total operating expenses	\$33,887 06

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length .....feet)	
New electric line construction (length .....feet) ..	\$81 63
Other additions to railway	
Concrete foundation	1,147 69
Total additions to railway	\$1,229 32

Additions to Equipment:

Additional cars (.....in number)	
Electric equipment of same	\$1,264 85
Other additional rolling stock	
Other additions to equipment	
Total additions to equipment	1,264 85

Additions to Land and Buildings:

Additional land necessary for operation of railway ...	\$6 20
New electric power stations, including machinery, etc.	
Additional equipment of power stations	
Other new buildings necessary for operation of railway	
Total additions to land and buildings	\$6 20

Additions to Other Permanent Property:

Total additions to other permanent property	
Total additions to property accounts	\$2,500 37

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):

Old machinery sold	\$628 75
Total deductions from property accounts	\$628 75
Net addition to property accounts for the year	\$1,871 62

GENERAL BALANCE SHEET, DECEMBER 31ST, 1916.

Assets:

Cost of Railway:

Roadbed and tracks	} \$93,842 37	
Electric line construction, including poles, wiring, feeder lines, etc.		
Interest accrued during construction of railway		
Engineering and other expenses incident to construction		
Other items of railway cost		
Total cost of railway owned		\$93,842 37

Cost of Equipment:

Passenger cars and other rolling stock	} \$51,615 55	
Electric equipment of same		
Other items of equipment, machinery		\$22,546 57
Total cost of equipment owned		74,162 12

Cost of land and buildings:

Land necessary for operation of railway	\$3,752 96
Electric power stations, including equipment	16,250 75
Other buildings necessary for operation of railway....	
Total cost of land and buildings owned	20,003 71

Other Permanent Property:

Total cost of other permanent property owned	
Total permanent investments	\$188,008 20

Cash and Current Assets:

Cash	\$2,205 76
Bills and accounts receivable	2,389 17
Sinking and other special funds	
Other cash and current assets	
Total cash and current assets	4,594 93

Miscellaneous Assets:

Materials and supplies	\$7,826 26
Other assets and property	
Total miscellaneous assets	7,826 26
Profit and loss balance—deficit	
Total	\$200,429 39

Liabilities:

Capital stock, common	
Capital stock, preferred	
Total capital stock	

Funded debt	\$148,926 54
Real estate mortgages	

Current Liabilities:

Loans and notes payable	
Audited vouchers and accounts	\$96 20
Salaries and wages	
Dividends not called for	
Matured interest coupons unpaid	
Rentals due and unpaid	
Miscellaneous current liabilities	
Total current liabilities	\$96 20

Accrued liabilities:

Interest accrued and not yet due	\$3,812 48
Taxes accrued and not yet due	
Rentals accrued and not yet due	
Miscellaneous accrued liabilities	
Total accrued liabilities	3,812 48

Sinking and Other Special Funds:

Depreciation account	\$43,987 70
Total sinking and other special funds	43,987 70
Profit and loss balance—surplus	3,606 47
Total	\$200,429 39

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:

Capital stock authorized by law, common	
Capital stock authorized by law, preferred	
Total capital stock authorized by law	

Capital stock authorized by votes of company, common.	.....
Capital stock authorized by votes of company, preferred	.....
<hr/>	
Total capital stock authorized by vote	.....
Capital stock issued and outstanding, common	.....
Capital stock issued and outstanding, preferred	.....
<hr/>	
Total capital stock outstanding	.....
Amount paid in on .....shares not yet issued	.....
Amount paid in on stock to be exchanged	.....
Scrip convertible into stock	.....
Other paid stock liability	.....
<hr/>	
Total capital stock liability	.....
Number of shares issued and outstanding, common	.....
Number of shares issued and outstanding, preferred	.....
<hr/>	
Total number of shares outstanding.....	....
<hr/>	
Number of stockholders, common	.....
Number of stockholders, preferred	.....
<hr/>	
Total number of stockholders	.....
Amount of stock held, common	.....
Amount of stock held, preferred	.....
<hr/>	
Total stock held	.....

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....
.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, etc.:

Number of passengers paying revenue carried during the year	.....	1,216,301
Number carried per mile of main railway track operated	.....	259,893
Number of car miles run	.....	199,303
Average number of persons employed	.....	21
If the Company commenced operation during the year, give the date...		
Average amount received from each passenger	.....	4 cents.
Amount of passenger earnings per mile of road	.....	\$9,629.38

Freight:

Number of tons freight earning revenue	.....
Number of tons freight carried per mile of road	.....
Average amount received for each ton of freight	.....
Average receipts per ton of freight per mile	.....
Average rate of speed of passenger cars per hour	.....
Average rate of speed of freight cars per hour	.....

Description of equipment.		No. of Motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool Cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars	7	1	..	.....	.....	.....	.....	.....	.....	.....	..	1	.....	1	.....	1	7
Open passenger cars	2	4	..	.....	.....	.....	.....	.....	.....	.....	..	..	.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway Owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line	3.28	.....	.....	.....	3.28
“ of second main track..	1.40	.....	.....	.....	1.40
Total length of main track	4.68	.....	.....	.....	4.68
Length of sidings, switches, etc.	.38	.....	.....	.....	.38
Total, computed as single track	5.06	.....	.....	.....	5.06
Length of line under construction .....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED FOR YEAR ENDING DEC. 31ST, 1916.

[illegible]

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
all	65-80	2,640	.....
.....	
.....	

Names of the several cities and towns in which the railways operated by the Company are located: Kitchener, Ont.; Waterloo, Ont.

SUMMARY OF ACCIDENTS TO PROPERTY.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....						
Damage to property of municipality.....						
Damage to private property.....						
Total.....						

Total amount paid during year for damages caused by accidents, \$

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers						
Employees						
Other persons				1		1
Totals				1		1

STATEMENT OF EACH ACCIDENT.

Sept. 15, 1916. E. Kerschel, while on motor cycle near street car, failed to keep sufficiently away from track and was struck by a car, his leg being so crushed that amputation of his foot became necessary.

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: The Kitchener Light Commissioners (Berlin and Waterloo Street Railway), 169 King Street West, Kitchener, Ont.

Names and Business Address of Principal Officers: Chairman, George Lippert, Sr., 22 Louisa St., Kitchener, Ont.; Vice-President, A. R. Lang, 377 King St. W., Kitchener, Ont.; Treasurer, George H. Clarke, 169 King St. W., Kitchener, Ont.; General Counsel, J. A. Scellen, 36 King St. W., Kitchener, Ont.; Auditor, J. M. Scully, F.C.A., 9 Foundry St. S., Kitchener, Ont.; General Manager and Superintendent, V. S. McIntyre, 169 King St. W., Kitchener, Ont.

Name of Officer, and address, to whom correspondence regarding this report should be addressed: G. H. Clarke, Sec.-Treas., 169 King St. W., Kitchener, Ont.

Names and Residence of Board of Directors: George Lippert, Kitchener, Ont.; A. R. Lang, Kitchener, Ont.; D. B. Detweiller, Kitchener, Ont.; Carl Kranz, Kitchener, Ont.

ANNUAL REPORT OF THE LONDON STREET RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:

Gross earnings from operation	\$422,640 71	
Operating expenses	282,250 13	
Net earnings from operation		\$140,390 58
Miscellaneous income		
Total miscellaneous income		
Gross income above operating expenses		140,390 58
Charges Upon Income Accrued During the Year:		
Interest on funded debt	\$33,083 96	
Interest and discount on unfunded debts and loans	1,179 75	
Taxes, Municipal	\$9,152 30	
Taxes, Provincial	1,227 46	
Taxes, Commutation		
	10,379 76	
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from income		44,643 47
Net divisible income		\$95,747 11
Dividends declared, 6 per cent. on \$556,000.00	\$33,360 00	
....per cent. on		
Total dividends declared		33,360 00
Surplus for the year ending June 30th, 1916		\$62,387 11
Amount of surplus, June 30th, 1915		178,856 00
Credits to profit and loss account during the year		\$241,243 11
Unclaimed wages	29 03	
		29 03
Total credits		241,272 14
Debits to profit and loss account during the year:		
Directors' fees	\$1,000 00	
Reconstruction	104,843 93	
	105,843 93	
Total debits		105,843 93
Net amount credited to profit and loss		
Total surplus, June 30th, 1916		\$135,428 21

EARNINGS AND EXPENSES OF OPERATION.

Earnings From Operation:

Receipts from passengers carried	\$416,897 47
“ carriage of mails	1,639 92
“ carriage of express and parcels .....	.....
“ carriage of freight .....	.....
“ tolls for use of tracks by other companies . . . . .	.....
“ rentals of buildings and other property	156 00
“ advertising in cars	3,009 76
“ interest on deposits	124 87

Other Earnings from Operation:

Chartered cars	487 36
Miscellaneous revenue	235 33

Gross earnings from operation \$422,640 71

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants	\$7,884 49
General office expenses and supplies	1,013 60
Legal expenses	600 00
Insurance	2,361 65
Store room expenses	1,899 30
Other general expenses	2,468 33
Springbank Park	304 28

\$16,531 65

Maintenance of Roadbed and Buildings:

Depreciation	\$11,500 00
Repair of roadbed and track	26,418 06
Repair of electric line construction	9,601 08
Repair of buildings	835 28

48,354 42

Maintenance of Equipment:

Supt. of equipment	\$1,348 85
Repair of cars	15,729 26
Repair of electric equipment of cars	9,695 25
Repair of miscellaneous equipment	2,044 97
Provyender and stabling	424 95

29,243 28

Transportation Expenses:

Cost of electric motive power, \$.....; less power sold, \$.....; net	\$39,594 70
Wages and compensation of persons employed in conducting transportation	130,915 38
Removal of snow and ice	1,241 30
Damages for injuries to persons and property	14,591 34
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property .....	.....
Other transportation expenses	137 87
Signalling, interlocking and tel. system	1,640 19

188,120 78

Total operating expenses \$282,250 13

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length .....feet) .....	.....
New electric line construction (length .....feet) ..	.....

Other Additions to Railway:

Concrete foundation and paving	\$28,179 80
--------------------------------------	-------------

Total additions to railway \$28,179 80

Additions to Equipment:

Additional cars, miscellaneous small parts for same..	\$236 56
Electric equipment of same .....	.....
Other additional rolling stock .....	.....
Other additions to equipment	678 68

Total additions to equipment \$915 24

Additions to Land and Buildings

Additional land necessary for operation of railway..	.....
New electric power stations, including machinery, etc.	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of railway ..	43 75

Total additions to land and buildings 43 75

Additions to Other Permanent Property:

Total additions to other permanent property

Total additions to property accounts \$29,138 79

Deductions from property accounts (property sold or reduced

in valuation and credited to property accounts):

Power plant equipment \$4,102 31

Total deductions from property accounts 4,102 31

Net addition to property accounts for the year \$25,036 48

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cost of railway:	\$111,296 31
Roadbed and tracks	601,477 16
Electric line construction, including poles, wiring, feeder lines, etc.	85,258 86
Interest accrued during the construction of railway..	70,937 50
Engineering and other expenses incident to construction ..	.....
Other items of railway cost	5,811 80

Total cost of railway owned \$874,781 63

Cost of Equipment:

Passenger cars and other rolling stock	\$150,590 57
Electric equipment of same	94,934 68
Other items of equipment	32,722 92

Total cost of equipment owned 278,248 17

Cost of Land and Buildings:

Land necessary for operation of railway	85,334 55
Electric power stations, including equipment	111,931 74
Shop tools and machinery	5,916 64
Other buildings necessary for operation of railway..	8,096 46

Total cost of land and buildings owned 211,279 39

Other Permanent Property:

Total cost of other permanent property owned

Total permanent investments \$1,364,309 19

Cash and Current Assets:

Cash	\$25,240 91	
Bills and accounts receivable	4,627 46	
Sinking and other special funds		
Other cash and current assets		
Unexpired insurance and uniforms	8,167 95	
Total cash and current assets		38,036 32

Miscellaneous assets:

Materials and supplies		
Other assets and property		
Total miscellaneous assets		39,040 02
Profit and loss balance—deficit		
Total		\$1,441,385 53

Liabilities:

Capital stock, common	\$556,000 00	
Capital stock, preferred		
Total capital stock		\$556,000 00
Funded debt		637,630 00
Real estate mortgages		

Current Liabilities:

Loans and notes payable	\$20,000 00	
Audited vouchers and accounts	26,638 68	
Salaries and wages	16,680 00	
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities		
Total current liabilities		63,318 68

Accrued Liabilities:

Interest accrued and not yet due	\$3,801 13	
Taxes accrued and not yet due	9,131 84	
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
Total accrued liabilities		12,982 97

Sinking and other special funds	\$36,655 67	
---	-------------	--

Total sinking and other special funds	36,655 67	
Profit and loss balance—surplus	135,248 21	
Total		\$1,441,385 53

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:

Capital stock authorized by law, common	\$750,000 00	
Capital stock authorized by law, preferred		
Total capital stock authorized by law		\$750,000 00
Capital stock authorized by votes of company, common	\$650,000 00	
Capital stock authorized by votes of company, preferred		
Total capital stock authorized by vote		\$650,000 00
Capital stock issued and outstanding, common	\$556,000 00	
Capital stock issued and outstanding, preferred		
Total capital stock outstanding		\$556,000 00

Amount paid in on shares not yet issued .....	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....

Total capital stock liability

Number of shares issued and outstanding, common	13,900
Number of shares issued and outstanding, preferred .....	.....

Total number of shares outstanding 13,900

Number of stockholders, common	64
Number of stockholders, preferred .....	.....

Total number of stockholders 64

Amount of stock held, common	\$556,000 00
Amount of stock held, preferred .....	.....

Total stock held \$556,000 00

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
Entire property.....	5%	1925	637,000 00	34,300 00
.....
.....
.....
.....
Totals.....	637,000 00	34,300 00

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, etc.:	
Number of passengers paying revenue carried during the year	11,342,886
Number carried per mile of main railway track operated	
Number of car miles run	1,960,217
Average number of persons employed	331
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	
Amount of passenger earnings per mile of road	2,126

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General remarks.
Steel.	Iron.	Steel.	Iron.		
.....	56	.....	2,640	
.....	60	.....	.....
.....	65	.....	.....
.....	69	.....	.....	Girder grooved rail.
.....	70	.....	.....	} some of each paved.
.....	70	.....	.....	T-rail.
.....	77	.....	.....	Girder grooved rail.
.....	80	.....	.....	T-rail.

Names of the several cities and towns in which the railways operated by the Company are located:

SUMMARY OF ACCIDENTS TO PROPERTY.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....
Damage to property of Municipality.....
Damage to private property..
Total.....

Total amount paid during year for damages caused by accidents.....

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	93
Employees.....	15
Other persons.....	172
Totals.....	280

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: The London Street Railway, London, Ont.

Names and business address of principal officers: President, E. W. Moore, Cleveland, Ohio, U.S.A.; Vice-President, T. H. Smallman, London, Ont.; Treasurer, G. G. Holdring, London, Ont.; General Counsel, Ivey & Ivey, London, Ont.; Auditor, F. A. Coles, London, Ont.; General Manager, C. B. King, London, Ont.

Name of officer and address, to whom correspondence regarding this report should be addressed: G. G. Goldring, Secretary-Treasurer, London, Ont.

Names and residence of Board of Directors: E. W. Moore, Cleveland, Ohio, U.S.A.; S. H. Holt, Montreal, P.Q.; P. W. Broderick, Toronto, Ont.; T. H. Smallman, London, Ont.; W. M. Spencer, London, Ont.; C. H. Ivey, London, Ont.; C. B. King, London, Ont.

ANNUAL REPORT OF THE
NIAGARA FALLS PARK AND RIVER DIVISION OF THE INTERNATIONAL RAIL-
WAY COMPANY

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:		
Gross earnings from operation	\$121,242 88	
Operating expenses	240,981 92	
	<hr/>	
Gross loss from operation		\$119,739 04
Miscellaneous Income:		
Interest on deposits	\$235 55	
Rent of land and buildings	6,194 46	
	<hr/>	
Total miscellaneous income		6,430 01
	<hr/>	
Net loss above operating expenses		\$113,309 03
Charges upon Income Accrued During the Year:		
Interest on funded debt	\$30,000 00	
Interest and discount on unfunded debts and loans ...	.....
Taxes, Municipal	\$4,004 07	
Taxes, Mileage	294 54	
Taxes, Commutation .....	.....
	<hr/>	
		4,298 61
Rentals of leased railways .....	.....
Payments to sinking and other special funds .....	.....
Other deductions from income .....	.....
	<hr/>	
Total charges and deductions from income		34,298 61
	<hr/>	
Net divisible loss		\$147,607 64
Dividends declared .....per cent. on \$.....		
	.....per cent. on	
	<hr/>	
Total dividends declared		
	<hr/>	
Deficit for the year ending June 30th, 1916		\$147,607 64
Amount of surplus or deficit June 30th, 1915		
Credits to Profit and Loss Account During the Year:		
Not applicable.		
	<hr/>	
Total credits	Not applicable	
Debits to profit and loss account during the year		
Total debits .....	.....
	<hr/>	
Net amount credited to profit and loss		
	<hr/>	
Total surplus or deficit, June 30th, 1915	Not applicable	

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:		
Receipts from passengers carried	\$115,487 25	
“ carriage of mails	301 48	
“ carriage of express and parcels	319 65	
“ switching	2,695 77	
“ tolls for use of tracks by other com- panies		
“ rentals of building and other property (vide, misc. income, gen. exhibit)	225 01	
“ advertising in cars	1,038 51	
“ chartered cars	368 35	

Other Earnings from Operation:

Rent of equipment	5 04
Sale of power	796 02
Parcel checks	5 80

Gross earnings from operation \$121,242 88

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants.	\$1,127 55
General office expenses and supplies	3,809 92
Legal expenses	2,987 47
Insurance	2,347 82
Switching charges, if any	None
Other general expenses	14,118 87
	<u>\$24,391 63</u>

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$19,251 65
Repair of electric line construction	4,889 58
Repair of buildings	673 95
	<u>24,815 18</u>

Maintenance of Equipment:

Repair of cars	\$3,871 94
Repair of electric equipment of cars	1,081 35
Repair of miscellaneous equipment	52 60
Provender and stabling	159 32
	<u>5,165 21</u>

Transportation Expenses:

Cost of electric motive power, \$.....; less power sold, \$; net	\$6,152 29
Wages and compensation of persons employed in conducting transportation	25,161 36
Removal of snow and ice	1,038 56
Damages for injuries to persons and property	152,204 08
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property .....	.....

Other Transportation Expenses:

Cleaning and sanding track	583 25
Miscellaneous car service expenses	1,470 36
	<u>186,609 90</u>

Total operating expenses \$240,981 92

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length feet) .....	.....
New electric line construction (length feet). .....	.....
Other additions to railway .....	.....

Total additions to railway

Additions to Equipment:

Additional cars (..... in number) .....	.....
Electric equipment of same .....	.....
Other additional rolling stock .....	.....
Other additions to equipment .....	.....

Total additions to equipment

Additions to Land and Buildings:	
Additional land necessary for operation of railway ...	.....
New electric power stations, including machinery, etc. ....	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of railway .....	.....
Total additions to land and buildings	
Additions to other permanent property	
Total additions to other permanent property	
Total additions to property accounts	
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)	
Total deductions from property accounts	
Net addition to property accounts for the year	

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:	
Cost of Railway:	
Roadbed and tracks .....	.....
Electric line construction, including poles, wiring, feeder lines, etc. ....	.....
Interest accrued during construction of railway .....	.....
Engineering and other expenses incident to construc- tion . . . . .	.....
Other items of railway cost .....	.....
Total cost of railway owned	
Cost of Equipment:	
Passenger cars and other rolling stock .....	.....
Electric equipment of same .....	.....
Other items of equipment .....	.....
Total cost of equipment owned	
Cost of Land and Buildings:	
Land necessary for operation of railway .....	.....
Electric power stations, including equipment .....	.....
Other buildings necessary for operation of railway ...	.....
Total cost of land and buildings owned	
Other permanent property	
Total cost of other permanent property owned.....	
Total permanent investments	
Cash and Current Assets:	
Cash . . . . .	.....
Bills and accounts receivable .....	.....
Sinking and other special funds .....	.....
Other cash and current assets .....	.....
Total cash and current assets	
Miscellaneous Assets:	
Materials and supplies .....	.....
Other assets and property .....	.....
Total miscellaneous assets	
Profit and loss balance—deficit	
Total	

Unable to furnish for the Park and River Division.

Liabilities:	
Capital stock, common .....	.....
Capital stock, preferred .....	.....
Total capital stock	
Funded debt .....	.....
Real estate mortgages .....	.....
Current Liabilities:	
Loans and notes payable .....	.....
Audited vouchers and accounts .....	.....
Salaries and wages .....	.....
Dividends not called for .....	.....
Matured interest coupons unpaid .....	.....
Rentals due and unpaid .....	.....
Miscellaneous current liabilities .....	.....
Total current liabilities	
Accrued Liabilities:	
Interest accrued and not yet due .....	.....
Taxes accrued and not yet due .....	.....
Rentals accrued and not yet due .....	.....
Miscellaneous accrued liabilities .....	.....
Total accrued liabilities	
Sinking and other special funds .....	.....
Total sinking and other special funds	
Profit and loss balance—surplus .....	.....
Total	

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:	
Capital stock authorized by law, common .....	.....
Capital stock authorized by law, preferred .....	.....
Total capital stock authorized by law	
Capital stock authorized by votes of company, common .....	.....
Capital stock authorized by votes of company, preferred .....	.....
Total capital stock authorized by vote	
Capital stock issued and outstanding, common .....	.....
Capital stock issued and outstanding, preferred .....	.....
Total capital stock outstanding	
Amount paid in on shares not yet issued ....	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....
Total capital stock liability	
Number of shares issued and outstanding, common ...	.....
Number of shares issued and outstanding, preferred ...	.....
Total number of shares outstanding	
Number of stockholders, common .....	.....
Number of stockholders, preferred .....	.....
Total number of stockholders	
Amount of stock held, common .....	.....
Amount of stock held, preferred .....	.....
Total stock held	

Unable to furnish for the
Park and River Division.

Not applicable, as this division has no capital stock separate and
apart from that of the International Railway Company.

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....
.....
.....
Totals

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	1,212,043
Number carried per mile of main railway track operated	52,446
Number of car miles run	272,034
Average number of persons employed	69
If the Company commenced operation during the year, give the date..	
Average amount received from each passenger	9.30c.
Amount of passenger earnings per mile of road	\$9,727.58
Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	7.9
Average rate of speed of freight cars per hour	7.9

Description of Equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars	11	..	..	.....	2	.....	.....	2	.....	..	..	1	.....	.....	.....	11
Open passenger cars	16	..	..	.....	.....	.....	.....	.....	.....	..	..	.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line.....	11.914	.....	.....	11.914	11.914
“ of second main track.	11.202	.....	.....	11.202	11.202
Total length of main track	23.116	.....	.....	23.116	23.116
Length of sidings, switches, etc.	.992	.....	.....	.992	.992
Total, computed as single track	24.108	.....	.....	24.108	24.108
Length of line under construction .....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED.

For Year Ending June 30, 1916.

Flour.		Grain.		Live stock.		Lumber.		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft.B.M.	Tons.	Cords.	Tons.			
.....			Company's records are for switching only,
.....			

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General remarks.
Steel.	Iron.	Steel.	Iron.		
4½	T-57 lbs.	.....	2,640	.....
.....

Names of the several cities and towns in which the railways operated by the Company are located: Chippawa, Niagara Falls and Queenston, in Ontario, and various cities and towns in New York, U.S.A.

SUMMARY OF ACCIDENTS TO PROPERTY.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....
Damage to property of Municipality.....
Damage to private property.....
Totals

Total amount paid during the year for damages caused by accidents, \$

ACCIDENTS TO PERSONS.

Killed and injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	15	147
Employees.....	4
Other persons.....	4
Totals.....	15	155

STATEMENT OF EACH ACCIDENT.

July 7th, 1915.—Derailed car; 15 passengers killed, 143 passengers injured; 1 employee injured.

July 24, 1915.—Lowering ladder on flat car, employee lost some skin on right leg.

August 3rd, 1915.—Alighting from car, employee sprained ankle.

August 11th, 1915.—Alighting from running-board, woman sprained wrist.

August 18th, 1915.—Alighting from moving car, woman fell, without injury.

September 2nd, 1915.—Collision; automobile speeded down track, was overturned and 4 occupants slightly injured.

September 4th, 1915.—Alighting from running-board, woman sprained ankle.

September 8th, 1915.—Boarding moving car, man fell, without injury.

September 13th, 1915.—Alighting from running-board, man fell, without injury.

September 17th, 1915.—Automobile, backing out of garage, collided with car.

September 19th, 1915.—Alighting from running-board, woman fell and sprained wrist.

October 10th, 1915.—Slow running car scraped woman too close to track; no injury.

February 21st, 1916.—Front truck of car derailed; employee's back injured.

May 24th, 1916.—Woman complained that she injured her finger on railing when alighting.

CORPORATE ORGANIZATION.

Corporate Name and Address of the Company: International Railway Company, 830 Ellicott Square, Buffalo, N.Y., U.S.A.

Names and business address of principal officers: President, Edward G. Connette, 816 Ellicott Square, Buffalo, N.Y.; Vice-President, Edgar J. Dickson, 816 Ellicott Square, Buffalo, N.Y.; Treasurer, George W. Wilson, 820 Ellicott Square, Buffalo, N.Y.; Clerk of Corporation, George W. Wilson, 820 Ellicott Square, Buffalo, N.Y.; General Counsel—Norton, Penney, Spring & Moore, 866 Ellicott Square, Buffalo, N.Y.; Cohn, O'Korman

& Franchot, 44 Falls St., Niagara Falls, N.Y.; Alexander Fraser, Niagara Falls, Ont.; A. Monro Grier, Niagara Falls, Ont.; Auditor, Chas. A. Chavel, 830 Ellicott Square, Buffalo, N.Y.; Superintendent, Geo. W. Wilson, 820 Ellicott Square, Buffalo, N.Y.

Name of officer, and address, to whom correspondence regarding this report should be addressed: Chas. A. Chavel, Auditor, 830 Ellicott Square, Buffalo, N.Y.

Names and residence of Board of Directors: John W. Barr, c/o Fidelity Trust Co., Louisville, Ky., U.S.A.; S. Reading Bertron, 40 Wall St., New York, N.Y., U.S.A.; Geo. Bullock, 40 Wall St., New York, N.Y., U.S.A.; John L. Clawson, Buffalo, N.Y., U.S.A.; Edward G. Connette, 816 Ellicott Square, Buffalo, N.Y., U.S.A.; Marshall J. Dodge, 40 Wall St., New York, N.Y., U.S.A.; Rodman E. Griscom, 40 Wall St., New York, N.Y., U.S.A.; Francis T. Horner, 40 Wall St., New York, N.Y., U.S.A.; H. J. Pritchard, 61 Broadway, New York, N.Y., U.S.A.; Chas. B. Huntley, Electric Building, Buffalo, N.Y., U.S.A.; Porter Norton, 858 Ellicott Square, Buffalo, N.Y., U.S.A.; Thomas Purser, 866 Ellicott Square, Buffalo, N.Y., U.S.A.; Robert W. Pomeroy, 1006 Fidelity Bldg., Buffalo, N.Y., U.S.A.; Harry F. Ramsdall, 272 Main St., Buffalo, N.Y., U.S.A.; Geo. W. Wilson, 820 Ellicott Square, Buffalo, N.Y., U.S.A.; Henry C. Zeller, 272 Howard St., Buffalo, N.Y., U.S.A.; Harry Yates, 1243 Delaware Ave., Buffalo, N.Y., U.S.A.

ANNUAL REPORT OF THE
PORT ARTHUR CIVIC RAILWAY.

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:		
Gross earnings from operation	\$96,375 14	
Operating expenses	81,039 92	
Net earnings from operation		\$15,335 22
Miscellaneous income:		
Savings account	\$1,301 44	
Total miscellaneous income		1,301 44
Gross income above operating expenses		\$16,636 66
Charges Upon Income Accrued During the Year:		
Interest on funded debt	\$69,093 37	
Interest and discount on unfunded debts and loans ..	.....
Taxes, Municipal .....	.....
Taxes, Provincial .....	.....
Taxes, Commutation .....	.....
Rentals of leased railways .....	.....
Payments to sinking and other special funds .....	.....
Other deductions from income .....	.....
Accident reserve fund	\$2,830 07	
Total charges and deductions from income		71,923 44
Net loss		\$55,286 78
Dividends declared		
.....per cent. on \$ .....	.....
.....per cent. on .....	.....
Total dividends declared		
Deficit for the year ending June 30th, 1916		\$55,286 78

Amount of surplus or deficit, June 30th, 191 .....	.....
Credits to profit and loss account during the year .....	.....
Total credits .....	.....
Debits to profit and loss account during the year .....	.....
Total debits .....	.....
Net amount credited to profit and loss .....	.....
Total deficit, June 30th, 1916	\$55,286 78

EARNINGS AND EXPENSES OF OPERATION.

Earnings From Operation:

Receipts from passengers carried	\$94,019 01
" carriage of mails and mail carriers ..	437 50
" carriage of express and parcels, char-	
tered cars	185 60
" carriage of freight .....	.....
" tolls for use of tracks by other com-	
panies . . . . .	.....
" rentals of buildings and other property	357 12
" advertising in cars	678 25
" interest on deposits .....	.....

Other Earnings From Operation:

Sale of power	416 66
Scrap	252 55
Miscellaneous earnings	28 45

Gross earnings from operation \$96,375 14

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants	\$4,411 52
General office expenses and supplies .....	.....
Legal expenses .....	.....
Insurance	1,800 00
Switching charges, if any .....	.....
Other general expenses	3,224 68
	<hr/>
	\$9,436 20

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$3,849 86
Repair of electric line construction	2,789 59
Repair of buildings	27 81
	<hr/>
	6,667 26

Maintenance of Equipment:

Repair of cars	\$4,625 67
Repair of electric equipment of cars	2,403 09
Repair of miscellaneous equipment	13 50
Provender and stabling, shop expenses	1,576 07
	<hr/>
	8,618 33

Transportation Expenses:

Cost of electric motive power, \$.; less power sold, \$; net	\$49 59
Wages and compensation of persons employed in conducting transportation	36,268 62
Hired power	10,999 92
Damages for injuries to persons and property .....	.....
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property .....	.....
Other transportation expenses .....	.....
	<hr/>
	56,318 13

Total operating expenses \$81,039 92

PROPERTY ACCOUNTS--ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length .....feet)	
New electric line construction (length .....feet) ...	
Other additions to railway	

Total additions to railway

Additions to Equipment:

Additional cars (..... in number)	
Electric equipment of same	
Other additional rolling stock	
Other additions to equipment	

Total additions to equipment

Additions to Land and Buildings:

Additional land necessary for operation of railway ..	
New electric power stations, including machinery, etc.	
Additional equipment of power stations	
Other new buildings necessary for operation of railway	

Total additions to land and buildings

Additions to Other Permanent Property:

Total additions to other permanent property

Total additions to property accounts

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)

Total deductions to property accounts

Net addition to property accounts for the year

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cash	\$400 00	
Accounts receivable	4,577 33	
Material and supplies	26,798 19	
Insurance	843 41	
Disc. and premiums on bonds	2,600 50	
Real estate	37,704 65	
Cap. accounts not covered by debentures	14,941 71	
Shop orders	1,001 54	
Misc. debits	140,071 29	
Operating	81,039 92	
Gains from operating	16,636 66	
Total assets		\$326,615 20
Profit and loss balance—deficit		55,286 78

Total \$381,901 98

Liabilities:

Accounts payable	\$1,050 83	
Pay roll	1,233 08	
Tickets in circulation	2,736 47	
Unexpended balances	66,012 10	
Misc. credits	141,269 48	
Revenue from operation	97,678 58	
Int. and sink. fund paid by city	69,093 37	
Accident savings deducted from revenue	2,830 07	

Total liabilities

Profit and loss balance—surplus

Total \$381,901 98

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:	
Capital stock authorized by law, common .....	.....
Capital stock authorized by law, preferred .....	.....
Total capital stock authorized by law	
Capital stock authorized by votes of company, common .....	.....
Capital stock authorized by votes of company, preferred .....	.....
Total capital stock authorized by vote	
Capital stock issued and outstanding, common .....	.....
Capital stock issued and outstanding, preferred .....	.....
Total capital stock outstanding	
Amount paid in on shares not yet issued .....	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....
Total capital stock liability	
Number of shares issued and outstanding, common . . . . .	.....
Number of shares issued and outstanding, preferred . . . . .	.....
Total number of shares outstanding	
Number of stockholders, common .....	.....
Number of stockholders, preferred .....	.....
Total number of stockholders	
Amount of stock held, common .....	.....
Amount of stock held, preferred .....	.....
Total stock held	

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....
.....
.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	2,155,425
Number carried per mile of main railway track operated	116,321
Number of car miles run	561,921
Average number of persons employed	61
If the Company commenced operation during the year, give the date..	
Average amount received from each passenger	4.394c.
Amount of passenger earnings per mile of road	\$4,819 25
Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	12 to 13
Average rate of speed of freight cars per hour	

Description of equipment..	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars.....	22	2	..	....	....	....	....	....	....	..	..	2	....	24	14	8
Open passenger cars.....	....	1	..	....	....	....	....	....	....	..	..	....	....	....	....	....

MISCELLANEOUS EQUIPMENT.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line.	12.43	.....	.....	.....	12.43
Length of second main track..	6.10	.....	.....	.....	6.10
Total length of main track	18.53	.....	.....	.....	18.53
Length of sidings, switches, etc.	1.00	.....	.....	.....	1.00
Total computed as single track	19.53	.....	.....	.....	19.53
Length of line under construc- tion .....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED.

For Year Ending June 30, 1916.

[illegible]

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. of ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
.....	60	.....	2,000	
.....	80	.....	2,000	
.....	

Names of the several cities and towns in which the railways operated by the Company are located: Port Arthur.

SUMMARY OF ACCIDENTS TO PROPERTY.
For Year Ending June 30, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property						
Damage to property of Municipality.....						
Damage to private property.....						
Total.....						

Total amount paid during year for damages caused by accidents, \$925.00

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers				6		6
Employees						
Other persons						
Totals				6		6

STATEMENT OF EACH ACCIDENT.

Sept. 26, 1915—Person alighted from moving car; scratched face and shaken.
Nov. 24, 1915—Man alighted from moving car; back of head cut.
Nov. 29, 1915—Man walked against side of moving car; hip, knee and eyebrow cut, also bruised.
Nov. 29, 1915—Person alighted from moving car; cut over eye.
April 24, 1916—Person alighted from moving car; scratched face and shaken.
May 7, 1916—Man boarding moving car; head bruised and shaken.

CORPORATE ORGANIZATION.

Corporate name and address of the Company: Port Arthur Civic Railway, Port Arthur, Ont.

Names and business address of principal officers: Chairman, W. P. Cooke, Port Arthur; Public Utilities Commission (four persons), Port Arthur; Treasurer, Donald McIver, Port Arthur; General Counsel, Langworthy & McComber, Port Arthur; Secretary, Geo. H. Rapsey, Port Arthur; Auditors, McIntosh & Hyde, Port Arthur; General Manager, W. M. Inglis, Port Arthur.

Name of officer, and address, to whom correspondence regarding this report should be addressed: Donald McIver, Treasurer, Port Arthur.

Names and residence of Board of Directors: Public Utilities Commission—William Phenix Cooke, Chairman; George Herbert Rapsey, Secretary; Ambrose Edwin Wideman, Commissioner; Isaac Lamont Matthews, Commissioner; Donald J. Cowan, Mayor of Port Arthur.

ANNUAL REPORT OF THE
SANDWICH, WINDSOR & AMHERSTBURG RAILWAY COMPANY
FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:		
Gross earnings from operation	\$339,973 20	
Operating expenses	164,345 38	
Net earnings from operation		\$175,627 82
Miscellaneous income		
Total miscellaneous income		
Gross income above operating expenses		\$175,627 82
Charges upon Income Accrued during the Year:		
Interest on funded debt	\$31,500 00	
Interest and discount on unfunded debts and loans....		
Taxes, Municipal		
Taxes, Provincial		
Taxes, Commutation		
	6,919 80	
Rentals of leased railways		
Payments to sinking and other special funds		
Other deductions from income		
Total charges and deductions from income		38,419 80
Net divisible income		\$137,208 02
Dividends declared .....per cent. on \$.....		
.....per cent. on		
Total dividends declared		
Surplus for the year ending June 30th, 1916.....	\$137,208 02	
Amount of surplus June 30th, 1915	63,212 92	
Gross surplus		\$200,420 94
Credits to profit and loss account during the year.....		
Total credits		

Debits to Profit and Loss Account During the Year:

Accrued expenses	\$18,096 56
Transferred to D. U. Ry. account	112,773 34

Total debits \$130,869 90

Net amount credited to profit and loss 130,869 90

Total surplus, June 30th, 1916 \$69,551 04

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried	\$294,369 50
“ carriage of mails	735 00
“ carriage of express and parcels .....	.....
“ carriage of freight	6,860 71
“ chartered cars	653 75
“ rentals of buildings and other property	140 00
“ advertising in cars	1,040 00
“ interest on deposits	516 78

Other Earnings from Operation:

Lighting—net	36,657 46
------------------------	-----------

Gross earnings from operation \$339,973 20

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants.	\$9,147 27
General office expenses and supplies	2,837 39
Legal expenses	2,176 38
Insurance	900 00
Switching charges, if any .....	.....
Other general expenses	3,562 77

\$18,623 81

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$19,529 23
Repair of electric line construction	5,106 15
Repair of buildings	399 68

25,035 06

Maintenance of Equipment:

Repair of cars	\$13,319 94
Repair of electric equipment of cars	7,849 19
Repair of miscellaneous equipment	156 67
Engines and generator	630 49

21,956 29

Transportation Expenses:

Cost of electric motive power, \$42,212.48; less power sold, \$26,793.08; net	\$15,419 40
Wages and compensation of persons employed in conducting transportation	70,208 48
Removal of snow and ice .....	.....
Damages for injuries to persons and property	5,887 35
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property .....	.....
Other transportation expenses	7,214 99

98,730 22

Total operating expenses \$164,345 38

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:		
Extension of tracks (length feet)	\$14,875 57	
New electric line construction (length feet)		
Other additions to railway		
Total additions to railway		\$14,875 57
Additions to Equipment:		
Additional cars (..... in number)	\$8,689 17	
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment		
Total additions to equipment		8,689 17
Additions to Land and Buildings:		
Additional land necessary for operation of railway... ..		
New electric power stations, including machinery, etc.		
Additional equipment of power stations	2,943 51	
Other new buildings necessary for operation of railway		
Total additions to land and buildings		2,943 51
Additions to other permanent property		
Total additions to other permanent property		
Total additions to property accounts		\$26,508 25
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)		
Total deductions from property accounts		
Net addition to property accounts for the year		\$26,508 25

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:		
Cost of Railway:		
Roadbed and tracks		
Electric line construction, including poles, wiring, feeder lines, etc.		
Interest accrued during construction of railway		
Engineering and other expenses incident to construction . . .		
Other items of railway cost		
Total cost of railway owned		
Cost of Equipment:		
Passenger cars and other rolling stock		
Electric equipment of same		
Other items of equipment		
Total cost of equipment owned		
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway....		
Total cost of land and buildings owned		
Other permanent property		
Total cost of other permanent property owned		
Total permanent investments		\$1,412,485 82

Cash and Current Assets:

Cash	\$96,752 84	
Bills and accounts receivable	21,325 07	
Sinking and other special funds .....	.....
Other cash and current assets .....	.....
The W. and T. E. Ry. Co. (stock)	10,000 00	
		<hr/>
Total cash and current assets		128,077 91

Miscellaneous Assets:

Materials and supplies	\$1,418 10	
Other assets and property .....	.....
		<hr/>
Total miscellaneous assets		1,418 10
Profit and loss balance—deficit		
		<hr/>
Total		\$1,541,981 83

Liabilities:

Capital stock, common	\$297,000 00	
Capital stock, preferred .....	.....
		<hr/>
Total capital stock		\$297,000 00
Funded debt		600,000 00
Real estate mortgages		

Current Liabilities:

Loans and notes payable .....	.....
Audited vouchers and accounts .....	.....
Salaries and wages .....	.....
Dividends not called for .....	.....
Matured interest coupons unpaid .....	.....
Rentals due and unpaid .....	.....

Miscellaneous Current Liabilities:

Unredeemed tickets	\$5,806 44	
Advanced to this Company by Detroit United Ry....	557,363 65	
		<hr/>
Total current liabilities		563,170 09

Accrued Liabilities:

Interest accrued and not yet due	\$4,987 50	
Taxes accrued and not yet due	3,518 44	
Rentals accrued and not yet due .....	.....
Miscellaneous accrued liabilities .....	.....
		<hr/>
Total accrued liabilities		8,505 94

Sinking and other Special Funds:

Injuries and damages	\$3,754 76	
		<hr/>
Total sinking and other special funds		3,754 76
Profit and loss balance—surplus		69,551 04
		<hr/>
Total		\$1,541,981 83

CAPITAL STOCK—REAL ESTATE MORTGAGES.**Capital Stock:**

Capital stock authorized by law, common	\$500,000 00	
Capital stock authorized by law, preferred .....	.....
		<hr/>
Total capital stock authorized by law		\$500,000 00
Capital stock authorized by votes of company, common	\$350,000 00	
Capital stock authorized by votes of company, preferred	.....
		<hr/>
Total capital stock authorized by vote		\$350,000 00

Capital stock issued and outstanding, common	\$297,000 00
Capital stock issued and outstanding, preferred	
<hr/>	
Total capital stock outstanding	\$297,000 00

Amount paid in on shares not yet issued	
Amount paid in on stock to be exchanged	
Scrip convertible into stock	
Other paid stock liability	
<hr/>	
Total capital stock liability	

Number of shares issued and outstanding, common	2,970
Number of shares issued and outstanding, preferred	
<hr/>	
Total number of shares outstanding.....	2,970

Number of stockholders, common	9
Number of stockholders, preferred	
<hr/>	
Total number of stockholders	9

Amount of stock held, common	\$297,000 00
Amount of stock held, preferred	
<hr/>	
Total stock held	\$297,000 00

REAL ESTATE MORTGAGES.

Description of mortgaged property	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
.....
.....
<hr/>		<hr/>	<hr/>	<hr/>
Total.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	6,044,912
Number carried per mile of main railway track operated	148,208
Number of car miles run	1,103,557
Average number of persons employed	133
If the Company commenced operation during the year, give the date ..	
Average amount received from each passenger	4.87c.
Amount of passenger earnings per mile of road	

Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

DESCRIPTION OF ROAD BED, ETC.					
Rails.		Weight per yard.		No. ties per mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
.....	56-60	.....	2.220	.....
.....

Names of the several cities and towns in which the railways operated by the Company are located: Windsor, Walkerville, Sandwich & Amherstburg (Essex County).

SUMMARY OF ACCIDENTS TO PROPERTY.

For Year Ending June 30, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....	.....	7	1	11	.....	15
Damage to property of Municipality.....	.....	.....	.....	.....	.....	.....
Damage to private property.	2	6	1	.....	.....	39
Total.....	2	13	2	11	.....	54

Total amount paid during year for damages caused by accidents, \$5,887.35

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers	3	.....	3	.....	6
Employees.....	1	.....	.....	.....	1
Other persons.....	3	.....	19	.....	22
Totals.....	7	.....	22	.....	29

CORPORATE ORGANIZATION.

Corporate name and address of the Company: Sandwich, Windsor and Amherstburg Railway, Windsor, Ont.

Names and business address of principal officers: President, J. C. Hutchins, Detroit, Mich., U.S.A.; Vice-President, F. W. Brooks, Detroit, Mich., U.S.A.; Treasurer, Jos. Bampton, Detroit, Mich., U.S.A.; Clerk of Corporation, A. E. Peters, Detroit, Mich., U.S.A.; General Counsel, Bartlet & Bartlet, Windsor, Ont.; Auditor, Irwin Fullerton, Detroit, Mich., U.S.A.; General Manager, James Anderson, Windsor, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed: James Anderson, General Manager, Windsor, Ont.

Names and residence of Board of Directors: James Anderson, Windsor, Ont.; Jos. Bampton, Detroit, Mich., U.S.A.; Albert E. Peters, Detroit, Mich., U.S.A.; J. C. Hutchins, Detroit, Mich., U.S.A.; F. W. Brooks, Detroit, Mich., U.S.A.; A. F. Edwards, Detroit, Mich., U.S.A.; Irwin Fullerton, Detroit, Mich., U.S.A.; Edward W. Moore, Cleveland, Ohio, U.S.A.

ANNUAL REPORT OF THE
SARNIA STREET RAILWAY COMPANY, LIMITED.

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:

Gross earnings from operation	\$62,936 77	
Operating expenses	44,711 70	
Net earnings from operation		\$18,225 07
Miscellaneous income		
Total miscellaneous income		
Gross income above operating expenses.....		\$18,225 07
Charges Upon Income Accrued During the Year:		
Interest on funded debt	\$3,795 00	
Interest and discount on unfunded debts and loans ..	.....
Taxes, Municipal	\$780 27	
Taxes, Provincial	326 52	
Taxes, Commutation .....	.....
	1,106 79	
Rentals of leased railways .....	.....
Payments to sinking and other special funds .....	.....
Other deductions from income .....	.....
Total charges and deductions from income		4,901 79
Net divisible income		\$13,323 28
Dividends declared, 6 per cent. on \$90,000.00	\$5,400 00	
....per cent. on .....	.....
Total dividends declared		5,400 00
Surplus for the year ending June 30th, 1916		\$7,923 28
Amount of surplus, June 30th, 1915		49,941 36
Credits to profit and loss account during the year		
Total credits		
Debits to profit and loss account during the year		
Total debits		
Net amount credited to profit and loss		
Total surplus, June 30th, 1916		\$57,864 64

EARNINGS AND EXPENSES OF OPERATION.

Earnings From Operation:

Receipts from passengers carried	\$47,940 20
" carriage of mails	3,154 50
" carriage of baggage	2,269 40
" carriage of freight	6,042 59
" tolls for use of tracks by other companies ..	.....
" rentals of buildings and other property .....	.....
" advertising in cars	400 00
" interest on deposits .....	.....

Other Earnings From Operation:		
Commission	2,033 64	
Miscellaneous	736 44	
Gross earnings from operation		\$62,936 77
Expenses of Operation:		
General Expenses:		
Salaries of general officers and clerks and attendants.	\$3,348 00	
General office expenses and supplies	476 97	
Legal expenses	18 00	
Insurance	841 60	
Switching charges, if any		
Other General Expenses:		
Park, discount and miscellaneous	8,804 20	
		\$13,488 77
Maintenance of Roadbed and Buildings:		
Repair of roadbed and track	\$3,425 03	
Repair of electric line construction	90 03	
Repair of buildings	61 15	
		3,576 21
Maintenance of Equipment:		
Repair of cars (wages of electricians)	\$2,364 62	
Repair of electric equipment of cars	3,233 50	
Repair of miscellaneous equipment	95 83	
Provender and stabling	1,540 53	
		7,234 48
Transportation Expenses:		
Cost of electric motive power, \$9,174.55; less power sold, \$; net	\$9,174 55	
Wages and compensation of persons employed in conducting transportation	11,237 69	
Removal of snow and ice		
Damages for injuries to persons and property		
Tolls for trackage over other railways		
Rentals of buildings and other property		
Other transportation expenses		
		20,412 24
Total operating expenses		\$44,711 70

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:		
Extension of tracks (lengthfeet)		
New electric line construction (lengthfeet) ..		
Other additions to railway	\$311 01	
Total additions to railway		\$311 01
Additions to Equipment:		
Additional cars (.in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment		
Total additions to equipment		
Additions to Land and Buildings:		
Additional land necessary for operation of railway ..		
New electric power stations, including machinery, etc.		
Additional equipment of power stations		
Other new buildings necessary for operation of railway		
Total additions to land and buildings		

Additions to Other Permanent Property:

Total additions to other permanent property

Total additions to property accounts

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)

Total deductions from property accounts

Net addition to property accounts for the year \$311 01

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cost of Railway:

Roadbed and tracks	\$102,339 15
Electric line construction, including poles, wiring, feeder lines, etc.	17,537 67
Interest accrued during construction of railway	
Engineering and other expenses incident to construction . .	
Other items of railway cost	

Total cost of railway owned \$119,876 82

Cost of Equipment:

Passenger cars and other rolling stock	\$21,990 97
Electric equipment of same	37,574 71
Other itmes of equipment	

Total cost of equipment owned 59,565 68

Cost of Land and Buildings:

Land necessary for operation of railway, park	\$16,897 31
Electric power stations, including equipment	10,441 65
Other buildings necessary for operation of railway, office and barns	26,937 01

Total cost of land and buildings owned 54,275 97

Other permanent property

Total cost of other permanent property owned

Total permanent investments \$233,718 47

Cash and Current Assets:

Cash . .	\$5,252 46
Bills and accounts receivable	
Sinking and other special funds	
Other cash and current assets	

Total cash and current assets 5,252 46

Miscellaneous Assets:

Materials and supplies	
Other assets and property	

Total miscellaneous assets

Profit and loss balance—deficit

Total \$238,970 93

Liabilities:

Capital stock, common	\$90,000 00
Capital stock, preferred	

Total capital stock \$90,000 00

Funded debt	90,000 00
Real estate mortgages	
Current Liabilities:	
Loans and notes payable	
Audited vouchers and accounts	
Salaries and wages	
Dividends not called for	
Matured interest coupons unpaid	
Rentals due and unpaid	
Miscellaneous current liabilities	
Total current liabilities	
Accrued Liabilities:	
Interest accrued and not yet due	
Taxes accrued and not yet due	
Rentals accrued and not yet due	
Miscellaneous accrued liabilities	
Total accrued liabilities	
Sinking and Other Special Funds:	
Total sinking and other special funds	
Profit and loss balance—surplus	\$58,970 93
Total	\$238,970 93
CAPITAL STOCK—REAL ESTATE MORTGAGES.	
Capital Stock:	
Capital stock authorized by law, common	\$100,000 00
Capital stock authorized by law, preferred	
Total capital stock authorized by law	\$100,000 00
Capital stock authorized by votes of company, common	\$90,000 00
Capital stock authorized by votes of company, preferred	
Total capital stock authorized by vote	\$90,000 00
Capital stock issued and outstanding, common	
Capital stock issued and outstanding, preferred	
Total capital stock outstanding	\$90,000 00
Amount paid in on shares not yet issued	
Amount paid in on stock to be exchanged	
Scrip convertible into stock	
Other paid stock liability	
Total capital stock liability	\$90,000 00
Number of shares issued and outstanding, common	1,800
Number of shares issued and outstanding, preferred	
Total number of shares outstanding	1,800
Number of stockholders, common	60
Number of stockholders, preferred	
Total number of stockholders	60
Amount of stock held, common	
Amount of stock held, preferred	
Total stock held	

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....
.....
Totals.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	1,066,477
Number carried per mile of main railway track operated	129,267
Number of car miles run	204,244
Average number of persons employed	
If the Company commenced operation during the year, give the date..	
Average amount received from each passenger	4½c.
Amount of passenger earnings per mile of road	\$5,182 70
Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	12
Average rate of speed of freight cars per hour	

Description of equipment.	No. of motor 'cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator 'cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars.....	10	..	..	.....	.....	.....	.....	.....	.....	..	..	.....	.....	11	10	....
Open passenger cars .....	....	2	..	.....	.....	.....	.....	.....	.....	..	..	.....	.....	.....	.....	.....

MISCELLANEOUS EQUIPMENT.

	Total Number.
Barges and omnibuses	
Carts and snow sleds (wagons to deliver freight and baggage)	5
Other railway rolling stock	
Other highway vehicles	
Horses	8
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.
RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line	8.25	.....	.....	.....	8.25
“ of second main track. ....	.....	.....	.....	.....	.....
Total length of main track	8.25	.....	.....	.....	8.25
Length of sidings, switches, etc.	1.00	.....	.....	.....	1.00
Total, computed as single track.	9.25	.....	.....	.....	9.25
Length of line under con- struction .....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED.
For Year Ending June 30, 1916.

Flour.		Grain.		Live stock.		Lumber.		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft.B.M.	Tons.	Cords.	Tons.			
.....
.....

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
.....	45	.....	.....
.....	56	.....	2,112	
.....	60	.....	.....

Names of the several cities and towns in which the railways operated by the Com-
pany are located: Sarnia and Port Edward.

SUMMARY OF ACCIDENTS TO PROPERTY.
For Year Ending June 30, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's pro- perty.....
Damage to property of muni- cipality.....
Damage to private property.
Total.....

Total amount paid during year for damages caused by accident, \$

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct and carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....
Employees.....
Other persons
Total

CORPORATE ORGANIZATION.

Corporate name and address of the Company: Sarnia Street Railway Company, Limited, Sarnia, Ont.

Names and business address of principal officers: President, James Flintoft, Sarnia, Ont.; Vice-President, Wm. B. Collins, Sarnia, Ont.; Treasurer, G. E. Wadland, Sarnia, Ont.; General Counsel, Hanna, LeSueur & McKinley, Sarnia, Ont.; Auditors, W. R. Paul & H. Ingram, Sarnia, Ont.; General Manager, G. E. Wadland, Sarnia, Ont.

Name of officer, and address, to whom correspondence regarding this report should be addressed: Geo. E. Wadland, Man.-Sec.-Treas., Sarnia, Ont.

Names and residence of Board of Directors: James Flintoft, Sarnia, Ont.; Wm. B. Collins, Robt. Mackenzie, Randall Kenny, Chas. S. Ellis, R. V. LeSueur, T. H. Smallman.

ANNUAL REPORT OF THE
ST. THOMAS MUNICIPAL RAILWAY COMPANY
FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:	
Gross earnings from operation	\$22,277 13
Operating expenses	24,215 10
Net loss from operation	\$1,937 97
Miscellaneous income .....	.....
Total miscellaneous income .....	.....
Gross income above operating expenses .....	.....
Charges upon Income Accrued During the Year:	
Interest on funded debt .....	.....
Interest and discount on unfunded debts and loans...	.....
Taxes, Municipal .....	.....
Taxes, Provincial .....	.....
Taxes, Commutation .....	.....
Rentals of leased railways .....	.....
Payments to sinking and other special funds .....	.....
Other deductions from income .....	.....
Total charges and deductions from income .....	.....

Net divisible income	
Dividends declared .....per cent. on \$.....	
.....per cent. on	
<hr/>	
Total dividends declared	
<hr/>	
Surplus or deficit for the year ending June 30th, 191	
Amount of surplus or deficit June 30th, 19	
Credits to profit and loss account during the year.....	
<hr/>	
Total credits	
Debits to profit and loss account during the year	
<hr/>	
Total debits	
<hr/>	
Net amount credited to profit and loss	
<hr/>	
Deficit, June 30th, 1916	\$1,937 97

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:	
Receipts from passengers carried	\$19,932 91
“ carriage of mails	
“ carriage of express and parcels	
“ carriage of freight	
“ tolls for use of tracks by other com- panies	857 97
“ rentals of buildings and other property	
“ advertising in cars	351 50
“ interest on deposits	
Other Earnings from Operation:	
From sale of scrap iron, copper, etc.	1,134 75
<hr/>	
Gross earnings from operation	\$22,227 13
Expenses of Operation:	
General Expenses:	
Salaries of general officers and clerks and attendants.	\$960 00
General office expenses and supplies	480 00
Legal expenses	
Insurance	1,149 20
Switching charges, if any	
Other general expenses	46 25
<hr/>	
	\$2,635 45
Maintenance of Roadbed and Buildings:	
Repair of roadbed and track	\$3,540 42
Repair of electric line construction	117 33
Repair of buildings	
<hr/>	
	3,657 75
Maintenance of Equipment:	
Repair of cars	
Repair of electric equipment of cars	
Repair of miscellaneous equipment	
Provender and stabling	
Transportation Expenses:	
Cost of electric motive power,; less power sold, net	\$5,248 11
Wages and compensation of persons employed in con- ducting transportation	12,672 79

Removal of snow and ice .....	.....
Damages for injuries to persons and property .....	.....
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property	1 00
Other transportation expenses .....	.....
	<hr/>
	17,921 90
Total operating expenses	<hr/>
	\$24,215 10

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length feet).....	.....
New electric line construction (length feet) ..	.....
Other additions to railway .....	.....

Total additions to railway

Additions to Equipment:

Additional cars (..... in number) .....	.....
Electric equipment of same .....	.....
Other additional rolling stock .....	.....
Other additions to equipment .....	.....

Total additions to equipment

Additions to Land and Buildings:

Additional land necessary for operation of railway...	.....
New electric power stations, including machinery, etc.	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of railway	.....

Total additions to land and buildings

Additions to other permanent property

Total additions to other permanent property

Total additions to property accounts

Deductions from property accounts (property sold or reduced
in valuation and credited to property accounts)

Total deductions from property accounts

Net addition to property accounts for the year

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cost of Railway:

Roadbed and tracks .....	.....
Electric line construction, including poles, wiring, feeder lines, etc. ....	.....
Interest accrued during construction of railway .....	.....
Engineering and other expenses incident to construc- tion . . .	.....
Other items of railway cost .....	.....

Total cost of railway owned \$37,817 00

Cost of Equipment:

Passenger cars and other rolling stock .....	.....
Electric equipment of same .....	.....
Other items of equipment .....	.....

Total cost of equipment owned 44,683 00

Cost of Land and Buildings:

Land necessary for operation of railway .....	.....
Electric power stations, including equipment .....	.....
Other buildings necessary for operation of railway... ..	.....

Total cost of land and buildings owned

Other permanent property

Total cost of other permanent property owned..... 4,500 00

Total permanent investments \$87,000 00

Cash and Current Assets:

Cash	\$189 60
Bills and accounts receivable .....	.....
Sinking and other special funds .....	.....
Other cash and current assets .....	.....

Total cash and current assets 189 60

Miscellaneous Assets:

Materials and supplies .....	.....
Other assets and property .....	.....

Total miscellaneous assets

Profit and loss balance—deficit 184,847 75

Total *\$272,037 35

*Total deficit to June 30th, 1916, not given, and this side of balance sheet does not agree with the other side—*vide*, contra.

Liabilities:

Capital stock, common .....	.....
Capital stock, debentures outstanding	\$271,529 07

Total capital stock \$271,529 07

Funded debt .....	.....
Real-estate mortgages .....	.....

Current Liabilities:

Loans and notes payable .....	.....
Audited vouchers and accounts	\$508 28
Salaries and wages .....	.....
Dividends not called for .....	.....
Matured interest coupons unpaid .....	.....
Rentals due and unpaid .....	.....
Miscellaneous current liabilities .....	.....

Total current liabilities 508 28

Accrued Liabilities:

Interest accrued and not yet due .....	.....
Taxes accrued and not yet due .....	.....
Rentals accrued and not yet due .....	.....
Miscellaneous accrued liabilities .....	.....

Total accrued liabilities

Sinking and other special funds

Total sinking and other special funds

Profit and loss balance—surplus

Total \$272,037 35

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:		
Capital stock authorized by law, common	} Municipal enterprise; no capital stock.
Capital stock authorized by law, preferred .....	.....
Total capital stock authorized by law .....	.....
Capital stock authorized by votes of company, common .....	.....
Capital stock authorized by votes of company, preferred .....	.....
Total capital stock authorized by vote .....	.....
Capital stock issued and outstanding, common .....	.....
Capital stock issued and outstanding, preferred.....	.....
Total capital stock outstanding .....	.....
Amount paid in on shares not yet issued.....	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....
Total capital stock liability .....	.....
Number of shares issued and outstanding, common .....	.....
Number of shares issued and outstanding, preferred .....	.....
Total number of shares outstanding .....	.....
Number of stockholders, common .....	.....
Number of stockholders, preferred .....	.....
Total number of stockholders .....	.....
Amount of stock held, common .....	.....
Amount of stock held, preferred .....	.....
Total stock held .....	.....

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....
.....
.....
Totals.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	489,051
Number carried per mile of main railway track operated	
Number of car miles run	262,920
Average number of persons employed	28
If the Company commenced operation during the year, give the date..	
Average amount received from each passenger	
Amount of passenger earnings per mile of road	

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	10
Average rate of speed of freight cars per hour	

Description of equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars.....	10	..	..	....	....	....	....	....	....	..	..	1	....	10	10	....
Open passenger cars	2	4	..	....	....	....	....	....	....	..	..	....	....	2	....	....

MISCELLANEOUS EQUIPMENT.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles	
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway Owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line.....	7½	.....	.....	7½	7½
Length of second main track..	.....	.....	.....	.....	.....
Total length of main track	7½	.....	.....	7½	7½
Length of sidings, switches, etc	80 feet	.....	.....	.....	.....
Total computed as single track.....	.....	.....	.....	.....	.....
Length of line under construc- tion .....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED.

For Year Ending June 30, 1916.

Flour.		Grain.		LiveStock		Lumber.		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft.B.M.	Tons.	Cords.	Tons.			
.....
.....
.....

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. of ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
.....	56-60	.....	2,500	
.....	
.....	

Names of the several cities and towns in which the railways operated by the Company are located:

SUMMARY OF ACCIDENTS TO PROPERTY.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....
Damage to property of Municipality.....
Damage to private property.....
Total.....

Total amount paid during the year for damages caused by accidents \$

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers.....
Employees.....	1	.....	.....	.....	1
Other persons.....
Totals.....	1	.....	.....	.....	1

CORPORATE ORGANIZATION.

Corporate name and address of the Company: St. Thomas Municipal Street Railway, City Hall, St. Thomas, Ont.

Names and business address of principal officers: Treasurer and Secretary, Miss Ethel Maxwell, City Hall, St. Thomas, Ont.; Clerk of Corporation, W. B. Doherty, City Hall, St. Thomas, Ont.; General Counsel, H. T. Gough, St. Thomas, Ont.; Superintendent, J. F. Dougharty.

Name of officer, and address, to whom correspondence regarding this report should be addressed:

Names and residence of Board of Directors: George Sloggett, St. Thomas, Ont.; William Trott, Mayor, St. Thomas, Ont.

ANNUAL REPORT OF THE THURLOW RAILWAY COMPANY

FOR THE YEAR ENDING 31ST DECEMBER, 1916.

General Exhibit:

Gross earnings from operation	\$23,610 00
Operating expenses	10,248 63

Net earnings from operation	\$13,361 37
-----------------------------------	-------------

Miscellaneous Income:

Interest	\$1,452 44
--------------------	------------

Total miscellaneous income	1,452 44
----------------------------------	----------

Gross income above operating expenses	\$14,813 81
---	-------------

Charges upon Income Accrued During the Year:

Interest on funded debt .....	.....
Interest and discount on unfunded debts and loans....	.....
Taxes, Municipal .....	.....
Taxes, Provincial	\$26 71
Taxes, Commutation .....	.....
	\$26 71

Rentals of leased railways .....	.....
Payments to sinking and other special funds .....	.....
Other deductions from income .....	.....

Total charges and deductions from income	26 71
--	-------

Net divisible income
----------------------------	-------

Dividends declared .....per cent. on \$.....	.....
.....per cent. on .....	.....

Total dividends declared
--------------------------------	-------

Surplus for the year ending December 31st, 1916.....	\$14,787 10
--	-------------

Amount of surplus December 31st, 1915	47,393 11
---	-----------

Credits to profit and loss account during the year
--	-------

Total credits
---------------------	-------

Debits to profit and loss account during the year .....	.....
Total debits .....	.....
Net amount credited to profit and loss .....	.....
Total surplus, December 31st, 1916	\$62,180 21

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried .....	.....
“ carriage of mails .....	.....
“ carriage of express and parcels .....	.....
“ carriage of freight	\$23,610 00
“ tolls for use of tracks by other companies .....	.....
“ rentals of buildings and other property .....	.....
“ advertising in cars .....	.....
“ interest on deposits .....	.....
Other earnings from operation .....	.....
Gross earnings from operation	\$23,610 00

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants. ....	.....
General office expenses and supplies .....	.....
Legal expenses .....	.....
Insurance .....	.....
Switching charges, if any .....	.....
Other general expenses .....	.....

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$2,245 72
Repair of electric line construction .....	.....
Repair of buildings .....	.....
	\$2,245 72

Maintenance of Equipment:

Repair of cars .....	.....
Repair of electric equipment of cars .....	.....
Repair of miscellaneous equipment	2,128 11
Provender and stabling .....	.....
	2,128 11

Transportation Expenses:

Cost of electric motive power, \$.....; less power sold, \$.....; net .....	.....
Wages and compensation of persons employed in conducting transportation	\$2,745 50
Removal of snow and ice .....	.....
Damages for injuries to persons and property .....	.....
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property .....	.....

Other Transportation Expenses:

Fuel	\$3,109 35
Material	109 95
	5,874 30

Total operating expenses	\$10,248 63
--------------------------------	-------------

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:	
Extension of tracks (length feet) .....	.....
New electric line construction (length feet) ..	.....
Other additions to railway .....	.....
Total additions to railway	
Additions to Equipment:	
Additional cars (..... in number) .....	.....
Electric equipment of same .....	.....
Other additional rolling stock .....	.....
Other additions to equipment .....	.....
Total additions to equipment	
Additions to Land and Buildings:	
Additional land necessary for operation of railway....	.....
New electric power stations, including machinery, etc.	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of railway	.....
Total additions to land and buildings	
Additions to other permanent property	
Total additions to other permanent property	
Total additions to property accounts	
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts)	
Total deductions from property accounts	
Net addition to property accounts for the year.....	

GENERAL BALANCE SHEET, DECEMBER 31ST, 1916.

Assets:	
Cost of Railway:	
Roadbed and tracks	\$26,723 24
Electric line construction, including poles, wiring, feeder lines, etc. ....	.....
Interest accrued during construction of railway.....	.....
Engineering and other expenses incident to construc- tion . . . . .	.....
Other items of railway cost .....	.....
Total cost of railway owned	
Cost of Equipment:	
Passenger cars and other rolling stock	\$25,224 04
Electric equipment of same .....	.....
Other items of equipment .....	.....
Total cost of equipment owned	
Cost of Land and Buildings:	
Land necessary for operation of railway .....	.....
Electric power stations, including equipment .....	.....
Other buildings necessary for operation of railway....	\$1,013 40
Total cost of land and buildings owned	
Other permanent property	
Total cost of other permanent property owned	
Total permanent investments	

Cash and Current Assets:

Cash .....	.....
Bills and accounts receivable	\$34,219 53
Sinking and other special funds .....	.....
Other cash and current assets .....	.....
Total cash and current assets	34,219 53

Miscellaneous Assets:

Materials and supplies .....	.....
Other assets and property .....	.....
Total miscellaneous assets .....	.....
Profit and loss balance—deficit .....	.....
Total	\$87,180 21

Liabilities:

Capital stock, common	\$25,000 00
Capital stock, preferred .....	.....
Total capital stock	\$25,000 00

Funded debt .....	.....
Real estate mortgages .....	.....

Current Liabilities:

Loans and notes payable .....	.....
Audited vouchers and accounts .....	.....
Salaries and wages .....	.....
Dividends not called for .....	.....
Matured interest coupons unpaid .....	.....
Rentals due and unpaid .....	.....
Miscellaneous current liabilities .....	.....

Total current liabilities

Accrued Liabilities:

Interest accrued and not yet due .....	.....
Taxes accrued and not yet due .....	.....
Rentals accrued and not yet due .....	.....
Miscellaneous accrued liabilities .....	.....

Total accrued liabilities

Sinking and other special funds

Total sinking and other special funds .....	.....
Profit and loss balance—surplus	62,180 21
Total	\$87,180 21

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:

Capital stock authorized by law, common	\$50,000 00
Capital stock authorized by law, preferred .....	.....
Total capital stock authorized by law	\$50,000 00

Capital stock authorized by votes of company, common. ....	.....
Capital stock authorized by votes of company, preferred .....	.....

Total capital stock authorized by vote

Capital stock issued and outstanding, common	\$25,000 00
Capital stock issued and outstanding, preferred	
Total capital stock outstanding	\$25,000 00
Amount paid in on shares not yet issued....	
Amount paid in on stock to be exchanged	
Scrip convertible into stock	
Other paid stock liability	
Total capital stock liability	\$25,000 00
Number of shares issued and outstanding, common	
Number of shares issued and outstanding, preferred	
Total number of shares outstanding	
Number of stockholders, common	
Number of stockholders, preferred	
Total number of stockholders	
Amount of stock held, common	
Amount of stock held, preferred	
Total stock held	

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....
.....
Totals.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year.....	
Number carried per mile of main railway track operated	
Number of car miles run	
Average number of persons employed	12
If the Company commenced operation during the year, give the date..	
Average amount received from each passenger	
Amount of passenger earnings per mile of road	
Freight:	
Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

DESCRIPTION OF ROAD BED, ETC.

Rails.		Weight per yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
all	65	.....	3,080	80-lb. rail used at frogs and switches.
.....
.....

Names of the several cities and towns in which the railways operated by the Company are located:

SUMMARY OF ACCIDENTS TO PROPERTY.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property						
Damage to property of municipality						
Damage to private property						
Total.....						

Total amount paid during year for damages caused by accidents, \$

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
Passengers						
Employees.....						
Other persons.....						
Totals.....						

CORPORATE ORGANIZATION.

Corporate name and address of the Company:

Names and business address of principal officers: President, F. P. Jones; Treasurer, H. L. Doble.

Name of officer, and address, to whom correspondence regarding this report should be addressed: H. L. Doble, Secretary-Treasurer, Canada Cement Co., Montreal, P.Q.

Names and residence of Board of Directors: F. P. Jones, Montreal, P.Q.; H. L. Doble, Montreal, P.Q.; C. C. Ballantyne, Montreal, P.Q.; G. C. Drummond, Montreal, P.Q.; A. E. Bedford-Jones, Montreal, P.Q.

ANNUAL REPORT OF THE
TORONTO & YORK RADIAL RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:

Gross earnings from operation	\$522,175 23
Operating expenses	382,606 53

Net earnings from operation	\$139,568 70
-----------------------------------	--------------

Miscellaneous Income:

Advertising	\$1,300 00
Rents	1,083 50
Parks	1,329 29
Sale of gravel and sand	5,763 89
Power for lighting	16,198 19

Total miscellaneous income	25,674 87
----------------------------------	-----------

Gross income above operating expenses	\$165,243 57
---	--------------

Charges Upon Income Accrued During the Year:

Interest on funded debt	\$82,000 00
Interest and discount on unfunded debts and loans..	60,172 59
Taxes, Municipal	\$12,350 87
Taxes, Provincial	1,086 45
Taxes, Commutation .....	.....
	13,437 32

Rentals from leased railways .....	.....
Payments to sinking and other special funds .....	.....
Other deductions from income .....	.....

Total charges and deductions from income	155,609 91
--	------------

Net divisible income	\$9,633 66
----------------------------	------------

Dividends declared .....per cent. on \$ .....	.....
.....per cent. on .....	.....

Total dividends declared
--------------------------------	-------

Surplus for the year ending June 30th, 1916	\$9,633 66
---	------------

Amount of surplus, June 30th, 1915	328,564 03
--	------------

Credits to profit and loss account during the year	\$338,197 69
--	--------------

Total credits
---------------------	-------

Debits to Profit and Loss Account During the Year:

Interest on right-of-way purchases written off to profit and loss	\$35,830 78
--	-------------

Total debits
--------------------	-------

Net amount credited to profit and loss	\$35,830 78
--	-------------

Total surplus, June 30th, 1916	\$302,366 91
--------------------------------------	--------------

EARNINGS AND EXPENSES OF OPERATION.

Earnings From Operation:

Receipts from passengers carried	\$449,188 44
“ carriage of mails	3,382 78
“ carriage of express and parcels	1,627 69
“ carriage of freight	67,976 32
“ tolls for use of tracks by other companies .....	.....
“ rentals of buildings and other property .....	.....
“ advertising in cars .....	.....
“ interest on deposits .....	.....
Other earnings from operation .....	.....

Gross earnings from operation \$522,175 23

Expenses of Operation:

General Expenses:

*Salaries of general officers and clerks and attendants	\$16,237 92
General office expenses and supplies, includes stationery	3,309 58
Legal expenses	2,478 20
Insurance	4,391 18

Other General Expenses:

Store expenses, \$2,359.02; advertising and attractions, \$3,198.50; miscellaneous general expenses, \$4,775.72; freight expenses, \$17,350.97; power and light, \$2,650.44	30,334 65
---	-----------

\$56,751 53

Maintenance of Roadbed and Buildings:

Repair of roadbed and track, bridges and culverts ..	\$23,029 23
Repair of electric line construction and telephone system ..	5,370 49
Repair of buildings	4,422 66
Shop expenses	84 52

32,906 90

Maintenance of Equipment:

Steam and electric plant	\$1,009 12
Repair of cars	22,461 18
Repair of electric equipment of cars	17,640 27
Repair of miscellaneous equipment	15,056 80
Provender and stabling	9,894 34

66,061 71

Transportation Expenses:

Cost of electric motive power, \$; less power sold, \$; net	\$103,535 67
Wages and compensation of persons employed in conducting transportation and expenses	101,305 92
Removal of snow and ice	3,929 15
Track cleaning and sanding	6,715 65
Damages for injuries to persons and property	11,400 00
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property .....	.....
Other transportation expenses .....	.....

226,886 39

Total operating expenses \$382,606 53

PROPERTY ACCOUNTS--ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length feet) .....	.....
New electric line construction (length.....feet) ...	.....
Other additions to railway .....	.....
Bridges and culverts	\$2,178 41

Total additions to railway \$2,178 41

*Stated in report as \$16,227.92 but changed so as to agree with total given in report.

Additions to Equipment:

Additional cars (.....in number)	\$2,189 16	
Electric equipment of same .....	.....
Miscellaneous equipment	1,067 76	
Other additions to equipment, tools and machinery ..	190 89	
	<hr/>	
Total additions to equipment		3,447 81

Additions to Land and Buildings:

Additional land necessary for operation of railway, right-of-way	\$3,883 42	
New electric power stations, including machinery, etc. ....	.....
Additional equipment of power stations	1,189 03	
Other new buildings necessary for operation of railway	5,685 99	
	<hr/>	
Total additions to land and buildings		10,758 44

Additions to Other Permanent Property:

Office furniture	\$388 25	
	<hr/>	
Total additions to other permanent property		388 25
	<hr/>	
Total additions to property accounts		\$16,772 91

Deductions from property accounts (property sold or reduced
in valuation and credited to property accounts):

Road and equipment account	\$6,233 52	
Electric line	1,994 58	
Electric equipment of cars	193 00	
	<hr/>	
Total deductions from property accounts		8,421 10
	<hr/>	
Net addition to property accounts for the year		\$8,351 81

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cost of Railway:

Road and equipment account	\$2,785,067 90	
Roadbed and tracks	1,522,866 65	
Electric line construction, including poles, wiring, feeder lines, etc.	272,706 57	
Interest accrued during construction of railway ....	.....
Engineering and other expenses incident to con- struction	1,928 43	
Other items of railway cost .....	.....
	<hr/>	
Total cost of railway owned		\$4,582,569 55

Cost of Equipment:

Passenger cars and other rolling stock, including mis- cellaneous equipment	\$354,483 06	
Electric equipment of same	227,797 96	
Other items of equipment, tools and machinery	11,280 06	
	<hr/>	
Total cost of equipment owned		593,561 08

Cost of Land and Buildings:

Land necessary for operation of railway and buildings	\$262,956 69	
Electric power stations, including equipment	138,921 26	
Other buildings necessary for operation of railway ..	.....
	<hr/>	
Total cost of land and buildings owned		401,877 95

Other Permanent Property:

Office furniture	\$1,947 34	
Park amusement equipment	523 75	
	<hr/>	
Total cost of other permanent property owned		2,471 09
	<hr/>	
Total permanent investments		\$5,580,479 67

Cash and Current Assets:

Cash	\$17,009 36
Bills and accounts receivable	30,081 82
Sinking and other special funds . . . . .	.....
Other cash and current assets . . . . .	.....

Total cash and current assets	\$47,091 18
---	-------------

Miscellaneous Assets:

Materials and supplies	\$68,241 83
Other assets and property, unfinished and undistributed expenditure on capital assets	9,834 50

Total miscellaneous assets	78,076 33
Profit and loss balance—deficit . . . . .	.....

Total	\$5,705,647 18
-----------------	----------------

Liabilities:

Capital stock, common	\$2,000,000 00
Capital stock, preferred . . . . .	.....

Total capital stock	\$2,000,000 00
-------------------------------	----------------

Funded debt	1,640,000 00
-----------------------	--------------

Real estate mortgages	39,800 00
---------------------------------	-----------

Current Liabilities:

Loans and notes payable	\$1,603,685 15
Audited vouchers and accounts	74,378 90
Unclaimed wages	238 28
Dividends not called for . . . . .	.....
Matured interest coupons unpaid	1,275 00
Rentals due and unpaid . . . . .	.....

Miscellaneous Current Liabilities:

Tickets for redemption	3,500 00
----------------------------------	----------

Total current liabilities	1,683,077 33
-------------------------------------	--------------

Accrued Liabilities:

Interest accrued and not yet due	\$20,500 00
Taxes accrued and not yet due . . . . .	.....
Rentals accrued and not yet due . . . . .	.....
Miscellaneous accrued liabilities . . . . .	.....

Total accrued liabilities	20,500 00
-------------------------------------	-----------

(Sinking and Other Special Funds:

Contingent account for renewals	\$10,721 20
Injuries and damages fund	9,181 74

Total sinking and other special funds	19,902 94
Profit and loss balance—surplus	302,366 91

Total	\$5,705,647 18
-----------------	----------------

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:

Capital stock authorized by law, common	\$2,000,000 00
Capital stock authorized by law, preferred . . . . .	.....

Total capital stock authorized by law	\$2,000,000 00
---	----------------

Capital stock authorized by votes of company, common . . . . .	.....
Capital stock authorized by votes of company, preferred . . . . .	.....

Total capital stock authorized by vote
--	-------

Capital stock issued and outstanding, common	\$2,000,000 00
--	----------------

Capital stock issued and outstanding, preferred
---	-------

Total capital stock outstanding	\$2,000,000 00
---	----------------

Amount paid in on shares not yet issued .....	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....
<hr/>	
Total capital stock liability	\$2,000,000 00
Number of shares issued and outstanding, common	2,000
Number of shares issued and outstanding, preferred .....	.....
<hr/>	
Total number of shares outstanding	2,000
*Number of stockholders, common	1
Number of stockholders, preferred .....	.....
<hr/>	
Total number of stockholders .....	.....
Amount of stock held, common .....	.....
Amount of stock held, preferred .....	.....
<hr/>	
Total stock held .....	.....

*Only stockholder is Toronto Railway Co.

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
			\$ c.	\$ c.
Haig property, North Toronto	6%	.....	6,700 00	402 00
Scarboro Park.....	6%	.....	6,000 00	299 35
Scarboro Gravel Pit	5%	.....	7,500 00	375 00
14 Woodlawn Ave.....	6%	.....	3,200 00	192 00
Wood property, Mimico Division.....	5%	.....	16,400 00	902 00
<hr/>		<hr/>		
Totals.....	.....	.....	39,800 00	2,170 35

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	5,454,649
Number carried per mile of main railway track operated	75,309
Number of car miles run, passengers only (freight, 102,188.01, not included)	2,119,156.82
Average number of persons employed	407
If the Company commenced operation during the year, give the date..	
Average amount received from each passenger	8.23c.
Amount of passenger earnings per mile of road—main line	\$6,201 68
Freight:	
Number of tons freight earning revenue	43,185
Number of tons freight carried per mile of road of main line, 52.52 miles	822
Average amount received for each ton of freight	\$1.57.40
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	20
Average rate of speed of freight cars per hour	15

Description of Equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars	52	..	1	1	10	....	....	10	....	..	12	4	....	....	....	....
Open passenger cars	4	..	..	....	....	....	....	....	....	..	..	....	....	....	....	....

MISCELLANEOUS EQUIPMENT.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	9
Other railway rolling stock	
Other highway vehicles	
Horses	6
Other items of equipment:	
Motor trucks	5
Automobile	1

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line.....	72.43	.....	.....	72.43	72.43
" second main track..	.....	.....	.....	.....	.....
Total length of main track	72.43	.....	.....	72.43	72.43
Length of sidings, switches, etc.	9.57	.....	.....	9.57	9.57
Total, computed as single track	82.00	.....	.....	82.00	82.00
Length of line under construction .....	.....	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED.

For Year Ending June 30th, 1916.

Flour.		Grain.		LiveStock		Lumber.		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft.B.M.	Tons.	Cords.	Tons.			
.....	481	.....	1,209	....	340	.....	10008	.....	2,743	38,403	53,184	.....

DESCRIPTION ROADBED, ETC.

Rails.		Weight per yard.		No. ties to mile.	Remarks.
Steel	Iron.	Steel.	Iron.		
T	56-60-80	.....	2,700	.....

Names of the several cities and towns in which the railways operated by the Company are located: Toronto, Thornhill, Richmond Hill, Aurora, Newmarket, Queensville, Keswick, Jackson's Point, Sutton, New Toronto, Mimico, Scarboro, Port Credit, West Hill.

SUMMARY OF ACCIDENTS TO PROPERTY.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....
Damage to property of Municipality.....
Damage to private property.....	1	.....
Total.....	1	.....

Above accident: horse killed and harness and wagon damaged.
Total amount paid during the year for damages, caused by accidents, \$

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Kill d.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	1	.....	1	.....
Employees
Other persons	4	5	4	5
Totals	5	5	5	5

STATEMENT OF EACH ACCIDENT.

July 1, 1915—Mrs. Keough, stepped in front of car and was killed.
Sept. 1, 1915—Jos. Ferney, driving while intoxicated, horses ran in front of car and he was injured.
Sept. 10, 1915—Miss H. Clark ran in front of car on Yonge Street and was injured.
Sept. 10, 1915—Miss Ivy Vickers, on crossing, struck by car steps and was injured.
Oct. 5, 1915—Geo. Byrne committed suicide by jumping in front of moving car.
Nov. 11, 1915—Jno. Moulds, intoxicated, fell in ditch and was killed by passing car.
Feb. 1, 1916—C. A. Nisbet, } When in auto, drove in front of car. Auto damaged,
Alex. Cooper, } occupants injured.
Mar. 21, 1916—Jas. Kay, driving auto, crossed in front of car.
April 5, 1916—Geo. England, jumped off moving car, injured, but died from complications contracted in hospital.
April 26, 1916—Wm. Blevins, run over and killed while lying intoxicated on track.

CORPORATE ORGANIZATION.

Corporate name and address of the Company: Toronto & York Radial Railway Company, 92 King Street East, Toronto, Ont.

Names and business address of principal officers: President, Sir William Mackenzie; Vice-President, Frederic Nichols; Treasurer, J. C. Grace; General Counsel, Aylesworth, Wright, Moss & Thompson; Auditor, J. M. Smith; General Manager, W. H. Moore; Superintendent, Chas. L. Wilson.

Name of officer, and address, to whom correspondence regarding this report should be addressed: Chas. L. Wilson, Asst. Manager, 92 King Street East.

Names and residence of Board of Directors: Sir William Mackenzie, Toronto, Ont.; Frederic Nichols, Toronto, Ont.; James Gunn, Toronto, Ont.; W. D. Matthews, Toronto, Ont.; Sir Henry M. Pellatt, Toronto, Ont.; Sir Rudolphe Forget, Montreal; E. R. Wood, Toronto, Ont.

ANNUAL REPORT OF THE TORONTO CIVIC RAILWAY

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:

Gross earnings from operation	\$212,858 89
Operating expenses	193,388 91

Net earnings from operation	\$19,469 98
-----------------------------------	-------------

Miscellaneous income
----------------------------	-------

Total miscellaneous income
----------------------------------	-------

Gross income above operating expenses	\$19,469 98
---	-------------

Charges upon Income Accrued During the Year:

Interest on funded debt	\$87,239 26
Interest and discount on unfunded debts and loans....	.....
Taxes, Municipal .....	.....
Taxes, Provincial .....	.....
Taxes, Commutation .....	.....

Rentals of leased railways
----------------------------------	-------

Payments to sinking and other special funds
---	-------

Other Deductions from Income:

Unredeemed ticket account	\$2,220 14
	2,220 14

Total charges and deductions from income	89,459 40
--	-----------

Net loss	\$69,989 42
----------------	-------------

Dividends declared .....per cent. on \$.....	.....
.....per cent. on .....	.....

Total dividends declared
--------------------------------	-------

Deficit for the year ending June 30th, 1916	\$69,989 42
---	-------------

Amount of deficit June 30th, 1915	205,029 29
---	------------

Total gross deficit	\$275,018 71
---------------------------	--------------

Credits to Profit and Loss Account during the Year:

Interest on sinking fund \$3,834 34

Total credit \$3,834 34

Debits to profit and loss account during the year

Total debits

Net amount credited to profit and loss 3,834 34

Total deficit, June 30th, 1916 \$271,184 37

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried \$212,288 89

" carriage of mails

" carriage of express and parcels

" carriage of freight

" tolls for use of tracks by other companies

" rentals of buildings and other property

" advertising in cars 570 00

" interest on deposits

Other earnings from operation

Gross earnings from operation \$212,858 89

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants.. \$8,503 10

General office expenses and supplies 2,261 47

Legal expenses

Insurance 2,032 60

Switching charges, if any

Other general expenses 2,315 87

\$15,113 04

Maintenance of Roadbed and Buildings:

Repair of roadbed and track \$2,503 57

Repair of electric line construction 725 67

Repair of buildings 191 46

3,420 70

Maintenance of Equipment:

Repair of cars \$12,523 87

Repair of electric equipment of cars 4,539 64

Repair of miscellaneous equipment 1,151 57

Provender and stabling 902 66

19,117 74

Transportation Expenses:

Cost of electric motive power, \$.; less power sold, \$.; net \$59,866 61

Wages and compensation of persons employed in conducting transportation 88,674 76

Removal of snow and ice 289 33

Damages for injuries to persons and property 1,823 74

Tolls for trackage over other railways

Rentals of buildings and other property

Other transportation expenses 5,082 99

155,737 43

Total operating expenses \$193,388 91

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:		
Extension of tracks (length feet)	\$75,518 02	
New electric line construction (length feet) ..	35,505 17	
Other additions to railway		
		<hr/>
Total additions to railway		\$111,023 19
Additions to Equipment:		
Additional cars (..... in number)		
Electric equipment of same		
Other additional rolling stock		
Other additions to equipment	56,851 50	
		<hr/>
Total additions to equipment		56,851 50
Additions to Land and Buildings:		
Additional land necessary for operation of railway....		
New electric power stations, including machinery, etc.		
Additional equipment of power stations		
Other new buildings necessary for operation of railway	37,970 98	
		<hr/>
Total additions to land and buildings		37,970 98
Additions to other permanent property		
		<hr/>
Total additions to other permanent property		
		<hr/>
Total additions to property accounts		
Deductions from property accounts (property sold or reduced		
in valuation and credited to property accounts)		
		<hr/>
Total deductions from property accounts		
		<hr/>
Net addition to property accounts for the year		\$205,845 67

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:		
Cost of Railway:		
Roadbed and tracks	\$851,253 55	
Electric line construction, including poles, wiring, feeder lines, etc.	95,016 70	
Interest accrued during construction of railway		
Engineering and other expenses incident to con- struction		
Other items of railway cost	1,690 00	
		<hr/>
Total cost of railway owned		\$947,960 25
Cost of Equipment:		
Passenger cars and other rolling stock	\$161,649 09	
Electric equipment of same	93,272 38	
Other Items of Equipment:		
.....	2,310 33	
.....	62,811 29	
		<hr/>
Total cost of equipment owned		320,043 09
Cost of Land and Buildings:		
Land necessary for operation of railway		
Electric power stations, including equipment		
Other buildings necessary for operation of railway...		
		<hr/>
Total cost of land and buildings owned.....		\$182,196 75

Other permanent property	
Total cost of other permanent property owned.....	182,196 75
Total permanent investments	\$1,450,200 09

Cash and Current Assets:	
Cash: Credit with City Treasurer	\$52,428 18
Bills and accounts receivable	
Sinking and other special funds	213,952 40
Other cash and current assets	3,834 34
Total cash and current assets	270,214 92

Miscellaneous Assets:	
Materials and supplies	\$9,775 44
Other Assets and Property:	
Not operated	90,749 72
Total miscellaneous assets	100,525 16
Profit and loss balance—deficit	271,184 37
Total	\$2,092,124 54

Liabilities:	
Capital stock, common	
Capital stock, preferred	
Total capital stock	
Funded debt	\$2,082,737 00
Real estate mortgages	

Current Liabilities:	
Loans and notes payable	
Audited vouchers and accounts	
Salaries and wages	
Dividends not called for	
Matured interest coupons unpaid	
Rentals due and unpaid	
Miscellaneous Current Liabilities:	
Unredeemed tickets (patrons' ticket account).....	\$9,387 54
Total current liabilities	\$9,387 54

Accrued Liabilities:	
Interest accrued and not yet due	
Taxes accrued and not yet due	
Rentals accrued and not yet due	
Miscellaneous accrued liabilities	
Total accrued liabilities	

Sinking and other special funds	
Total sinking and other special funds	
Profit and loss balance—surplus	
Total	\$2,092,124 54

CAPITAL STOCK—REAL ESTATE MORTGAGES.	
Capital Stock:	
Capital stock authorized by law, common .....	.....
Capital stock authorized by law, preferred .....	.....
Total capital stock authorized by law	
Capital stock authorized by votes of company, common .....	.....
Capital stock authorized by votes of company, preferred .....	.....
Total capital stock authorized by vote	
Capital stock issued and outstanding, common .....	.....
Capital stock issued and outstanding, preferred .....	.....
Total capital stock outstanding	
Amount paid in on shares not yet issued....	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....
Total capital stock liability	
Number of shares issued and outstanding, common . . . . .	.....
Number of shares issued and outstanding, preferred . . . . .	.....
Total number of shares outstanding	
Number of stockholders, common .....	.....
Number of stockholders, preferred .....	.....
Total number of stockholders	
Amount of stock held, common .....	.....
Amount of stock held, preferred .....	.....
Total stock held	

No capital stock; capital raised by debentures.

REAL ESTATE MORTGAGES.				
Description of Mortgaged Property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
.....
.....
.....
Totals

VOLUME OF TRAFFIC—EQUIPMENT, ETC.	
Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year.....	12,604,038
Number carried per mile of main railway track operated	689,347
Number of car miles run	1,262,685
Average number of persons employed	134
If the Company commenced operation during the year, give the date..	
Average amount received from each passenger	1.6876c.
Amount of passenger earnings per car mile run	16.8127c.
22 R. M.	

Freight:

Number of tons freight earning revenue	
Number of tons freight carried per mile of road	
Average amount received for each ton of freight	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	
Average rate of speed of freight cars per hour	

Description of equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail Express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passengers cars	31	..	..	....	....	....	....	....	....	..	..	....	3	31	31	....
Open passenger cars .....	....	..	..	....	....	....	....	....	....	..	..	....	....	....	....	....

MISCELLANEOUS EQUIPMENT.

	Total Number.
Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	
Other highway vehicles:	
Auto truck	1
Dray	1
Horses	1
Other items of equipment:	
Tower wagons	2

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line	9.142	.....	.....	.....	9.142
" second main track...	9.142	.....	.....	.....	9.142
Total length of main track	18.284	.....	.....	.....	18.284
Length of sidings, switches, etc.	1.036	.....	.....	.....	1.036
Total, computed as single track	19.320	.....	.....	.....	19.320
Length of line under construc- tion .....	.615	.....	.....	.....	.....

DESCRIPTION OF FREIGHT CARRIED.												
Flour.		Grain.		Live stock.		Lumber.		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbls.	Tons.	Bush.	Tons.	No.	Tons.	Ft., B.M.	Tons.	Cords.	Tons.			
.....
.....

DESCRIPTION OF ROADBED, ETC.						
Rails.		Weight per yard.		No. ties to mile.	General Remarks.	
Steel.	Iron.	Steel.	Iron.			
.....	80	.....	1,760	Lorain Sec., 80-835 7 in. T rail.	
.....	90	.....	2,640	" 90-392 7 in. Girder rail.	
.....	122	.....	2,640	" 122-467 7 in. " "	

Names of the several cities and towns in which the railways operated by the Company are located: Within present city limits but outside limits of city in 1891.

SUMMARY OF ACCIDENTS TO PROPERTY.						
June 30th, 1916.						
Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....	1	.....	.....	.....	5
Damage to property of Municipality.....
Damage to private property.....	11	.....	.....	.....	7
Totals.....	12	.....	.....	.....	12

Total amount paid during the year for damages caused by accidents, \$

ACCIDENTS TO PERSONS.						
Killed and injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	5	.....	.....	.....	24
Employees.....
Other persons.....	1
Totals.....	5	.....	.....	.....	25

CORPORATE ORGANIZATION.

Corporate name and address of the Company: Corporation of Toronto (Toronto Civic Railway), City Hall, Toronto.

Names and business address of principal officers: General Manager, R. C. Harris, City Hall, Toronto.

Name of officer, and address, to whom correspondence regarding this report should be addressed: R. C. Harris, Commissioner of Works, City Hall, Toronto.

Names and residence of Board of Directors:

ANNUAL REPORT OF THE
TORONTO RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:

Gross earnings from operation	\$5,839,393 40
Operating expenses	3,111,550 41
Net earnings from operation	\$2,727,842 99

Miscellaneous Income:

Interest (on \$1,500,000.00 short term notes) received from Toronto Power Co.	\$90,000 00
Total miscellaneous income	90,000 00
Gross income above operating expenses	\$2,817,842 99

Charges Upon Income Accrued During the Year:

Interest on funded debt	\$155,281 48
Interest on \$1,500,000.00 short term notes (account of Toronto Power Co.)	90,000 00
Taxes, Municipal	\$110,041 07
Taxes, Provincial	13,005 81
Taxes, Commutation .....	.....
	123,046 88

Rentals of leased railways

Payments to Sinking and Other Special Funds:

Suspense reserves increased by	\$67,000 00
Injuries and Damages Fund increased by	49,412 80
	116,412 80

Other deductions From Income:

Percentage to city	\$864,254 46
City's pavement charges	96,576 89
Sundries	7,000 00
	967,831 35

Total charges and deductions from income\$1,452,572 51

Net divisible income\$1,365,270 48

Dividends declared, 8 per cent. on \$12,000,000.00—net paid \$957,812 40
...per cent. on

Total dividends declared 957,812 40

Surplus for the year ending June 30th, 1916 \$407,458 08
Amount of surplus, June 30th, 1915 4,824,574 41

Credits to profit and loss account during the year	
Total credits	
Debits to profit and loss account during the year	
Total debits	
Net amount credited to profit and loss	
Total surplus, June 30th, 1916	\$5,232,032 49

Vide note to last Annual Report.

EARNINGS AND EXPENSES OF OPERATION.

Earnings From Operation:

Receipts from passengers carried	\$5,749,928 48
" carriage of mails	
" carriage of express and parcels	
" carriage of freight	
" tolls for use of tracks by other companies	
" rentals of buildings and other property	
" advertising in cars	18,499 98
" interest on deposits	

Other Earnings from Operation:

Street sprinkling earnings	5,271 46
Interest, discount and sundry	65,693 48

Gross earnings from operation\$5,839,393 40

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants	\$109,234 20
General office expenses and supplies	40,599 44
Legal expenses	12,807 97
Insurance	49,963 96
Store expenses	15,746 38

Other General Expenses:

Street sprinkling expenses	1,967 45
	<u>\$230,319 40</u>

Maintenance of Roadbed and Buildings:

Superintendence of way and structures	\$10,201 02
Repair of roadbed and track	65,848 00
Repair of electric line construction	37,904 92
Repair of buildings	8,456 67
	<u>122,410 61</u>

Maintenance of Equipment:

Superintendence of equipment	\$27,927 08
Repair of cars	129,310 99
Steam and electric plant	3,191 42
Repair of electric equipment of cars	96,503 72
Repair of miscellaneous equipment	25,952 29
Provender and stabling	5,746 61
Shop expenses	20,112 77
	<u>308,744 88</u>

Transportation Expenses:

Cost of electric motive power, \$	
sold, \$	
net	\$759,052 85
Wages and compensation of persons employed in conducting transportation	1,607,825 03
Removal of snow and ice	7,220 64
Damages for injuries to persons and property	65,495 73
Cleaning and sanding track	5,125 46
Air compressors	5,355 81
Other transportation expenses	
	<u>2,450,075 52</u>

Total operating expenses\$3,111,550 41

PROPERTY ACCOUNTS--ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:		
Extension of tracks (length .....feet)	\$36,659 84	
New electric line construction (length.....feet)	12,113 15	
Other additions to railway	16,931 42	
Total additions to railway		\$65,704 41
Additions to Equipment:		
Additional cars (.....in number)	\$51,166 06	
Electric equipment of same	52,083 00	
Other additional rolling stock		
Other additions to Equipment:		
Miscellaneous equipment	5,224 70	
Tools and machinery	397 10	
Total additions to equipment		108,870 86
Additions to Land and Buildings:		
Additional land necessary for operation of railway	\$9,850 00	
New electric power stations, including machinery, etc.	3,556 82	
Additional equipment of power stations	768 10	
Other new buildings necessary for operation of railway	2,250 04	
Total additions to land and buildings		16,424 96
Additions to Other Permanent Property:		
Office furniture	\$1,900 00	
Total additions to other permanent property		1,900 00
Total additions to property accounts		\$192,900 23
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Substation equipment	\$32,561 15	
Total deductions from property accounts		32,561 15
Net addition to property accounts for the year		\$160,339 08

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:	
Cost of Railway:	
Roadbed and tracks	
Electric line construction, including poles, wiring feeder lines, etc.	
Interest accrued during constuction of railway	
Engineering and other expenses incident to construction	
Other items of railway cost	
Total cost of railway owned	
Cost of Equipment:	
Passenger cars and other rolling stock	
Electric equipment of same	
Other items of equipment	
Total cost of equipment owned	
Cost of Land and Buildings:	
Land necessary for operation of railway	
Electric power stations, including equipment	
Other buildings necessary for operation of railway	
Total cost of land and buildings owned	
Other permanent property	
Total cost of other permanent property owned	
Total permanent investments	\$20,042,617 69

NOTE.—The Toronto Railway originally purchased the Toronto Street Railway as a going concern and has never charged against these capital accounts detailed headings. The books, therefore, do not enable a statement to be given of the assets of this Company, otherwise than as annually stated in the report prepared for the shareholders.

Cash and Current Assets:

Cash	\$655,812 80
*Bills and accounts receivable	2,957,902 65
Sinking and other special funds .....	.....

Other Cash and Current Assets:

Prepaid accounts	63,453 48
Suspense items awaiting classification	20,875 84

Total cash and current assets \$3,698,044 77

Miscellaneous Assets:

Materials and supplies	\$196,289 22
Other assets and property .....	.....

Total miscellaneous assets \$196,289 22

Profit and loss balance—deficit

Total \$23,936,951 63

Liabilities:

Capital stock, common	\$12,000,000 00
Capital stock, preferred .....	.....

Total capital stock \$12,000,000 00

*Funded debt 4,912,066 67

Real estate mortgages 70,000 00

Current Liabilities:

Loans and notes payable .....	.....
Audited vouchers and accounts	\$564,547 89
Salaries and wages .....	.....
Dividends not called for .....	.....
Matured interest coupons unpaid .....	.....
Rentals due and unpaid .....	.....

Miscellaneous Current Liabilities:

Dividend No. 80 due, 3rd July	240,000 00
Outstanding tickets	191,927 02

Total current liabilities 996,474 91

Accrued Liabilities:

Interest accrued and not yet due	\$50,690 22
Taxes accrued and not yet due .....	.....
Rentals accrued and not yet due .....	.....

Miscellaneous Accrued Liabilities:

Interest undistributed	31,125 58
------------------------------	-----------

Total accrued liabilities 81,815 80

Sinking and Other Special Funds:

Injuries and Damages Fund	\$271,908 10
Provision for renewals	332,653 71
Suspense reserve	40,000 00

Total sinking and other special funds 644,561 81

Profit and loss balance—surplus 5,232,032 49

Total \$23,936,951 63

*It is assumed that \$1,500,000.00 of this amount is due to the Toronto Power Co. transaction—*vide* note to contra.

*It is assumed that \$1,500,000.00 of this is the Toronto Power Co. account—*vide* contra.

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:	
Capital stock authorized by law, common	\$15,000,000 00
Capital stock authorized by law, preferred .....	.....
Total capital stock authorized by law	\$15,000,000 00
Capital stock authorized by votes of company, common	\$15,000,000 00
Capital stock authorized by votes of company, preferred ..	.....
Total capital stock authorized by vote	15,000,000 00
Capital stock issued and outstanding, common	12,000,000 00
Capital stock issued and outstanding, preferred .....	.....
Total capital stock outstanding	\$12,000,000 00
Amount paid in on .....shares not yet issued ..	.....
Amount paid in on stock to be exchanged .....	.....
Scrip convertible into stock .....	.....
Other paid stock liability .....	.....
Total capital stock liability	\$12,000,000 00
Number of shares issued and outstanding, common . .	120,000
Number of shares issued and outstanding, preferred . .	.....
Total number of shares outstanding	120,000
Number of stockholders, common	2,800
Number of stockholders, preferred ....	.....
Total number of stockholders	2,800
.....
Amount of stock held, common	\$12,000,000 00
Amount of stock held, preferred .....	.....
Total stock held	\$12,000,000 00

REAL ESTATE MORTGAGES.

Description of mortgaged property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
Toronto Ry. Chambers, N.W. corner of King and Church Sts.....	6%	1st Apl., 1920	\$ c. 70,000 00	\$ c. 4,200 00
.....
Totals.....	.....	.....	70,000 00	4,200 00

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year	145,812,384
Number carried per mile of main railway track operated	1,225,808
Number of car miles run	20,056,819
Average number of persons employed	2,412
If the Company commenced operation during the year, give the date	
Average amount received from each passenger	3.94c.
Amount of passenger earnings per mile of road	\$48,338 22

DESCRIPTION OF ROADBED, ETC.

Rails.		Weight per Yard.		No. of ties to mile, average.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
miles.					
5.815	108lbs. GG.	.....	2,640	48.748 miles on ties, on gravel.
3.105	88 " GG.	.....	1,760	36.140 " on concrete.
49.496	90 " G.	.....	2,003	12.243 " on " with cedar
10.023	80 " T.	.....	1,964	blocks.
26.654	73 " G.	.....	1,643	21.821 steel ties and cedar
19.409	70 " T.	.....	794	blocks on concrete.
9.114	69 " G.	.....	1,734	8.374 on ties on various construc-
1.347	65 " T.	.....	837	tions.
.456	60 " G.	.....	2,112	
1.106	60 " T.	.....	352	127.326 miles.
.801	56 " T.	.....	2,112	
127.326	Average number of tie rods per mile of track—932.

Names of the several cities and towns in which the railways operated by the Company are located: Toronto.

SUMMARY OF ACCIDENTS TO PROPERTY.

June 30th, 1916.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....	6	200	17	530	35	1,804
Damage to property of Municipality.....	.....	11	.....	.....	.....	5
Damage to private property..	80	499	15	82	108	471
Total.....	86	710	32	612	143	2,280

Total amount paid during year for damages caused by accidents, \$65,495.73.

ACCIDENTS TO PERSONS.

Killed and Injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	122	2	725	2	847
Employees	26	1	132	1	158
Other persons	70	4	319	4	389
Totals	218	7	1,176	7	1,394

CORPORATE ORGANIZATION.

Corporate name and address of the Company: The Toronto Railway Company, King and Church Streets, Toronto.

Names and business address of principal officers: President, Sir William Mackenzie, 1 Toronto St., Toronto; Vice-President, Lt.-Col. Frederic Nichols, King and Simcoe Sts., Toronto; Treasurer, James C. Grace, King and Church Sts., Toronto; Auditor, John M. Smith, 9 Toronto St., Toronto; General Manager, Robert J. Fleming, King and Church Sts., Toronto; Superintendent, James Gunn.

Name of officer, and address, to whom correspondence regarding this report should be addressed: Robt. J. Fleming, General Manager, King and Church Sts., Toronto.

Names and residence of Board of Directors: Sir William Mackenzie, Toronto, Ont.; Lt.-Col. Frederic Nichols, Toronto, Ont.; Sir Henry M. Pellatt, Toronto, Ont.; Edward R. Wood, Toronto, Ont.; James Gunn, Toronto, Ont.; Wilmot D. Matthews, Toronto, Ont.; Sir Rudolphe Forget, Montreal, P.Q.

ANNUAL REPORT OF THE TORONTO SUBURBAN RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30TH, 1916.

General Exhibit:

Gross earnings from operation	\$138,566 53
Operating expenses	80,667 00
Net earnings from operation	\$57,889 53

Miscellaneous Income:

Sale of power and electric current.....	\$26,073 77
Interest and discount	112 54
Interest on deposit	3,282 73
Park and athletic field	56 42
Sale of electric fittings and sundries ...	355 34
	<u>\$29,880 80</u>
Total miscellaneous income	29,880 80
Gross income above operating expenses	\$87,780 33

Charges upon Income Accrued During the Year:

Interest on funded debt	\$38,575 85
Interest and discount on unfunded debts and loans...	.....
Taxes, Municipal	\$1,995 93
Taxes, Provincial .....	.....
Taxes, Commutation .....	.....
	<u>1,995 93</u>
Rentals of leased railways .....	.....
Payments to sinking and other special funds.....	.....

Other Deductions from Income:

Bad debt reserve	\$940 00
Crossing expenses	1,324 54
Bad debts	219 56
Miscellaneous ...	36 89
Park expenses	19 46
Light and power expenses	13,226 45
	<u>15,766 90</u>
Total charges and deductions from income	56,338 68
Net divisible income	\$31,441 65

Dividends declared	per cent. on \$.....	.....
.....	per cent. on .....	.....
Total dividends declared		
Surplus for the year ending June 30th, 1916		\$31,441 65
Amount of surplus June 30th, 1915		13,840 13
Credits to profit and loss account during the year		
Total credits		
Debits to profit and loss account during the year		
Total debits		
Net amount credited to profit and loss		
Total surplus, June 30th, 1916		\$45,281 78

EARNINGS AND EXPENSES OF OPERATION.

Earnings from Operation:

Receipts from passengers carried	\$135,415 36
“ carriage of mails	100 00
“ carriage of express and parcels	1,509 20
“ carriage of freight	686 64
“ tolls for use of tracks by other com- panies .....	.....
“ rentals of buildings and other property .....	.....
“ advertising in cars	455 00
“ interest on deposits .....	.....
Other earnings from operation	400 33
Gross earnings from operation	\$138,566 53

Expenses of Operation:

General Expenses:

Salaries of general officers and clerks and attendants..	\$6,016 90
General office expenses and supplies	778 55
Legal expenses	821 89
Insurance	4,174 24
Switching charges, if any .....	.....

Other General Expenses:

Advertising, \$48.87; miscellaneous general expenses, \$496.31	545 18
Miscellaneous shop expenses	819 23
	\$13,155 99

Maintenance of Roadbed and Buildings:

Repair of roadbed and track	\$5,143 00
Repair of electric line construction	1,018 66
Repair of buildings	94 55
	6,256 21

Maintenance of Equipment:

Repair of cars	\$6,725 68
Repair of electric equipment of cars	1,105 18
Repair of miscellaneous equipment	1,080 54
Provender and stabling	518 82
	9,430 22

Transportation Expenses:

Cost of electric motive power, \$16,906.37; less power sold, \$.....; net	\$16,906 37	
Wages and compensation of persons employed in conducting transportation	28,754 35	
Removal of snow and ice	285 08	
Damages for injuries to persons and property	133 38	
Tolls for trackage over other railways .....	.....
Rentals of buildings and other property	600 00	
Other transportation expenses	4,145 50	
		<u>50,824 68</u>
Total operating expenses		\$79,667 10

PROPERTY ACCOUNTS—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to Railway:

Extension of tracks (length feet) .....	.....
New electric line construction (length .....feet)..	\$896 16

Other Additions to Railway:

Trolley line construction	7 65
Track reconstruction	1,955 89

Total additions to railway \$2,859 70

Additions to Equipment:

Additional cars (..... in number) .....	.....
Electric equipment of same .....	.....
Other additional rolling stock .....	.....

Other Additions to Equipment:

.....	\$287 60
.....	28 50

Total additions to equipment \$316 10

Additions to Lands and Buildings:

Additional land necessary for operation of railway....	.....
New electric power stations, including machinery, etc.	.....
Additional equipment of power stations .....	.....
Other new buildings necessary for operation of railway	725 83

Total additions to land and buildings \$725 83

Additions to Other Permanent Property:

Sunday car legislation	\$30 00
------------------------------	---------

Total additions to other permanent property 30 00

Total additions to property accounts \$3,931 63

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):

Sale of horses	\$342 00
----------------------	----------

Total deductions from property accounts -342 00

Net addition to property accounts for the year \$3,589 63

GENERAL BALANCE SHEET, JUNE 30TH, 1916.

Assets:

Cost of Railway:

Roadbed and tracks .....	.....
Electric line construction, including poles, wiring, feeder lines, etc. ....	.....
Interest accrued during construction of railway .....	.....
Engineering and other expenses incident to construction . . . . .	.....
Other items of railway cost .....	.....

Total cost of railway owned

Cost of Equipment:

Passenger cars and other rolling stock .....	.....
Electric equipment of same .....	.....
Other items of equipment .....	.....

Total cost of equipment owned

Cost of Land and Buildings:

Land necessary for operation of railway .....	.....
Electric power stations, including equipment .....	.....
Other buildings necessary for operation of railway...	.....

Total cost of land and buildings owned

Company acquired as a going concern, and cost of construction stated as unknown, and so is estimated. Company considers that loss, unpaid operation and interest charges, which have not yet been definitely obtained, should be added to estimated construction cost.

Other permanent property

Total cost of other permanent property owned

Total permanent investments \$367,742 83

Cash and Current Assets:

Cash	\$137,420 85
Bills and accounts receivable	20,794 67
Sinking and other special funds .....	.....

Other Cash and Current Assets:

Interest on 4½% debentures, deferred.....	26,478 86
Discount on bond issue	274,963 85

Total cash and current assets 459,658 23

Miscellaneous Assets:

Materials and supplies	\$16,354 35
------------------------------	-------------

Other Assets and Property:

New construction contract	3,476,522 17
Prepaid accounts	2,027 48

Total miscellaneous assets 3,494,904 00

Profit and loss balance—deficit

Total \$4,322,305 06

Liabilities:

Capital stock, common	\$1,500,000 00
Capital stock, preferred .....	.....

Total capital stock \$1,500,000 00

Funded debt 2,628,000 00

Real estate mortgages

Current Liabilities:		
Loans and notes payable	\$94,766 65	
Audited vouchers and accounts		
Salaries and wages		
Dividends not called for		
Matured interest coupons unpaid		
Rentals due and unpaid		
Miscellaneous current liabilities		
<hr/>		
Total current liabilities		94,766 65
Accrued Liabilities:		
Interest accrued and not yet due	\$54,256 63	
Taxes accrued and not yet due		
Rentals accrued and not yet due		
Miscellaneous accrued liabilities		
<hr/>		
Total accrued liabilities		54,256 63
Sinking and other special funds		
<hr/>		
Total sinking and other special funds		
Profit and loss balance—surplus		45,281 78
<hr/>		
Total		\$4,322,305 06

CAPITAL STOCK—REAL ESTATE MORTGAGES.

Capital Stock:		
Capital stock authorized by law, common	\$3,000,000 00	
Capital stock authorized by law, preferred		
<hr/>		
Total capital stock authorized by law	\$3,000,000 00	
Capital stock authorized by votes of company, common		
Capital stock authorized by votes of company, preferred		
<hr/>		
Total capital stock authorized by vote	\$3,000,000 00	
Capital stock issued and outstanding, common		
Capital stock issued and outstanding, preferred	\$1,500,000 00	
<hr/>		
Total capital stock outstanding	\$1,500,000 00	
Amount paid in on shares not yet issued		
Amount paid in on stock to be exchanged		
Scrip convertible into stock		
Other paid stock liability		
<hr/>		
Total capital stock liability	\$1,500,000 00	
Number of shares issued and outstanding,		
common	15,000	
Number of shares issued and outstanding,		
preferred		
<hr/>		
Total number of shares outstanding		
Number of stockholders, common		
Number of stockholders, preferred		
<hr/>		
Total number of stockholders		
Amount of stock held, common		
Amount of stock held, preferred		
<hr/>		
Total stock held		

REAL ESTATE MORTGAGES.

Description of Mortgaged Property.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
.....
.....
.....
Totals.....

VOLUME OF TRAFFIC—EQUIPMENT, ETC.

Volume of Traffic, Etc.:	
Number of passengers paying revenue carried during the year.....	2,890,880
Number carried per mile of main railway track operated	152,151
Number of car miles run	457,190
Average number of persons employed	89
Average amount received from each passenger	46c.
Amount of passenger earnings per mile of road	\$7,127.12
Freight:	
Number of tons freight earning revenue	} Do not carry freight.
Number of tons freight carried per mile of road ..	
Average amount received for each ton of freight ...	
Average receipts per ton of freight per mile	
Average rate of speed of passenger cars per hour	9
Average rate of speed of express cars per hour	12

Description of equipment.	No. of motor cars.	Trailer cars.	Official cars.	Electric locomotives.	Baggage and mail express cars.	Cattle and box cars.	Refrigerator cars.	Platform cars.	Coal and dump cars.	Conductors' vans.	Tool cars.	Snow plows.	Snow sweepers.	Equipped with fenders.	Equipped with stoves.	Equipped with electric heaters.
Box passenger cars
Open passenger cars.....

MISCELLANEOUS EQUIPMENT.

Total Number.

Barges and omnibuses	
Carts and snow sleds	
Other railway rolling stock	

Other highway vehicles:	
Motor-cycle	1
Horses	
Other items of equipment	

DESCRIPTION OF RAILWAY OWNED AND OPERATED.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

Railway owned, etc.	Owned.	Held under lease or contract.	Trackage over other railways.	Total owned, leased, etc.	Total operated.
Length of railway line.....	18.791	.....	.....	.....	18.791
“ second main track.....	.....	.....	.....	.....	.....
Total length of main track.....	18.791	.....	.....	.....	18.791
Length of sidings, switches, etc.....	.353	.....	.....	.....	.353
Total, computed as single track.....	19.144	.....	.....	.....	19.144
Length of line under construction.....	.46	.....	.....	.....	.46

DESCRIPTION OF FREIGHT CARRIED.

Flour.		Grain.		Live stock.		Lumber.		Fuel.		All other articles.	Total tonnage.	Remarks.
Bbbs.	Tons.	Bush.	Tons.	No.	Tons.	Ft. B.M.	Tons.	Cords.	Tons.			
.....
.....

DESCRIPTION OF ROADBED, ETC.

Rails.		Weight per Yard.		No. ties to mile.	General Remarks.
Steel.	Iron.	Steel.	Iron.		
T	56	.....	.....	.....
T	70	.....	.....	.....
Girder	72	.....	.....	.....

Names of the several cities and towns in which the railways operated by the Company are located: Toronto, Weston, Woodbridge and Lambton.

SUMMARY OF ACCIDENTS TO PROPERTY.

Accidents.	Due to unavoidable causes.		Due to carelessness of employees.		Due to carelessness of other persons.	
	Serious.	Trivial.	Serious.	Trivial.	Serious.	Trivial.
Damage to Company's property.....
Damage to property of Municipality.....
Damage to private property.....
Total.....

Total amount paid during year for damages caused by accidents, \$
23 R. M.

ACCIDENTS TO PERSONS.

Killed and injured.	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	1	.....	.....	.....	.....
Employees	2	.....	.....	.....	.....
Other persons
Total	3	.....	.....	.....	.....

STATEMENT OF EACH ACCIDENT.

Alighting from car.—Mrs. Forsyth, passenger, stepped into hole, breaking ankle.
Unloading poles.—Wm. Mitchell, employee, when pole fell on his finger, had finger broken.
Cutting rail.—Piece flew and hit Francesco Comequani in eye, causing partial loss of sight.

CORPORATE ORGANIZATION.

Corporate name and address of the Company: Toronto Suburban Railway Company, West Toronto, Ont.

Names and business address of principal officers: President, Sir William Mackenzie; Vice-President, Allan H. Royce; Treasurer, George C. Royce; General Counsel, Royce, Anderson & Boyd; Auditor, George A. Touche & Co.; General Manager, George C. Royce.

Name of officer, and address, to whom correspondence regarding this report should be addressed: Geo. C. Royce, Secretary, West Toronto.

Names and residence of Board of Directors: Sir William Mackenzie, Toronto; Allan H. Royce, Toronto; George C. Royce, Toronto; Hon. F. H. Phippen, Toronto; L. W. Mitchell, Toronto; R. M. Horne-Payne, London, England.

ANNUAL REPORT OF THE

WINDSOR & TECUMSEH ELECTRIC RAILWAY COMPANY

(Is included with that of the Sandwich, Windsor & Amherstburg Railway),
FOR THE YEAR ENDING JUNE 30TH, 1916.

ANALYSIS OF GROSS EARNINGS AND MISCELLANEOUS INCOME FOR THE YEAR ENDING JUNE 30TH, 1916.

Name of Railway.	From Passengers	From Mail.	From Express, Parcels and Newspapers.	From Freight.	From Rentals of track, build- ings and other prop'ty.	From Advertising.	From other Mis- cellaneous sources.	Total.
Berlin and Northern.....	\$ 7,689 08 c. 08	\$ 199 00 c. 00	\$ 58 95 c. 95	\$ c.	\$ 103 50 c. 50	\$ 117 50 c. 50	\$ 103 37 c. 37	\$ 8,271 40 c. 40
Cornwall Street, Light and Power.....	19,781 81	624 63	.....	10,563 06	.....	464 00	1,919 15	33,352 65
Fort William Electric	111,988 47	.....	.....	290 00	4 00	481 00	657 85	113,421 32
Galt, Preston & Hespeler	96,357 95	2,609 10	7,881 07	109,573 77	923 00	.....	2,082 72	219,427 61
Guelph Radial (To Dec. 31, 1915)	41,922 03	.....	.....	2,442 43	200 04	392 00	186 64	45,143 14
Hamilton & Dundas.....	69,263 14	250 00	666 25	519 91	3,253 79	124 99	1,521 80	75,559 88
Hamilton, Grimsby & Beamsville.....	91,781 65	600 00	7,234 42	28,713 32	7,079 98	350 00	661 05	136,420 42
Hamilton Street.....	683,278 16	.....	.....	.....	3,713 98	724 98	1,991 88	659,709 00
Huntsville & Lake of Bays (To Dec. 31, 1916)	1,477 41	30 00	.....	1,123 45	.....	.....	776 33	3,407 19
International Transit	65,115 40	.....	.....	10 00	.....	1,271 69	31,030 57	97,427 66
Kingston, Portsmouth and Cataraqui.....	41,521 66	.....	.....	.....	1,088 31	400 00	220 00	43,229 97
Kitchener and Waterloo (To Dec. 31, 1916)	48,724 67	1,872 50	249 52	.....	3,546 67	795 00	73 11	55,261 47
London Street.....	416,897 47	1,639 92	.....	.....	156 00	3,009 76	876 59	422,669 74
Midland & Simcoe.....	.....	Operations suspended Nov. 30, 1913	.....	.....	.....	.....	.....	.....
Mount McKay and Kakabeka Falls.....	115,855 60	Failed to Report	325 45	2,695 77	6,424 51	1,038 51	1,031 57	127,672 89
Niagara Falls Park and River.....	.....	301 48	.....	.....	.....	.....	.....	.....
Peterborough Radial .....	.....	Failed to Report	.....	.....	.....	.....	.....	.....
Port Arthur Municipal.....	94,204 61	437 50	.....	.....	357 12	678 25	1,999 10	97,676 58
Sandwich, Windsor and Amherstburg....	295,023 25	735 00	.....	6,860 71	140 00	1,040 00	37,174 24	339,973 20
Sarnia Street.....	47,940 20	3,154 50	2,269 40	6,042 59	.....	400 00	2,770 08	62,936 77
St. Thomas Municipal.....	19,932 91	.....	.....	.....	857 97	351 50	1,134 75	22,227 13
Thurlow (To Dec. 31, 1916) .....	.....	.....	.....	23,610 00	.....	.....	1,452 44	25,062 44
Toronto and York Radial.....	449,188 44	3,382 78	1,627 69	67,976 32	1,300 00	2,412 79	21,962 08	547,850 10
Toronto Civic.....	212,288 89	.....	.....	.....	.....	570 00	3,834 34	216,693 23
Toronto Railway.....	5,749,928 48	.....	.....	.....	.....	18,499 98	160,964 94	5,929,393 40
Toronto Suburban	135,415 36	100 00	1,509 20	686 64	56 42	455 00	30,224 71	168,447 33
Windsor and Tecumseh.....	.....	Included in report of Sandwich, Windsor and Amherstburg Ry.	.....	.....	.....	.....	.....	.....

TABULATED INFORMATION OF CAR MILES RUN, PASSENGERS CARRIED, ACCIDENTS, ETC.

For Year Ending June 30, 1916.

Name of Railway	Length of track owned miles	Length of Switches and sidings, miles	Passenger car miles run	Passengers carried	Passengers carried per mile of main track operated	Accidents		Number of men employed	Passenger Cars			Other Service Cars							Miscell.		Cost of construction, equipment, land and buildings per mile of track owned
						Killed	Injured		Box Cars	Open Cars	Trailers	Baggage and mail	Cattle and box	Platform cars	Coal dump cars	Tool cars	Snow sweepers	Snow plows	Loading cranes	Locomo-tives		Ferry-boats
Berlin and Northern	2,450	0.700	35,400	192,227	.....	.....	.....	4	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	54,559 13
Cornwall Street, Light and Power ..	4,000	2,500	205,549	422,221	.....	Not given	.....	39	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	223,948 71
Fort William Electric	18,840	0.940	618,364	2,581,029	876,708	1	1	52	24	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,030,436 22
Galt, Preston and Hespeler	18,060	17,180	301,173	1,373,823	76,323	2	16	120	11	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,028,610 82
Guelph Radial, (To Dec. 31, 1915)...	8,030	0.670	193,140	1,090,017	135,737	2	.....	22	9	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	196,367 76
Hamilton and Dundas	5,848	.....	166,663	974,519	139,217	.....	7	29	1	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	218,586 13
Hamilton, Grimsby and Beamsville ..	22,600	.....	377,083	1,019,152	45,094	.....	20	79	3	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	488,544 15
Hamilton Street	30,060	.....	2,618,393	15,630,059	521,001	1	435	289	69	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,139,083 21
Huntsville and Lake of Bays (To Dec. 31, 1916)	1,437	0.313	est'd 2,300	10,716	6,124	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	97,205 21
International Transit	4,300	0.220	287,342	1,536,747	428,063	.....	None	45	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	488,044 99
Kingston, Portsmouth & Cataract ..	8,000	.....	199,680	1,032,656	129,082	1	.....	19	8	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Arbitrarily fixed at 100,000 00
Kitchener & Waterloo (To Dec. 31, 1916)	4,680	0.380	199,303	1,216,301	259,893	.....	1	21	7	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	188,008 20
London Street	34,250	0.940	1,960,217	11,342,886	.....	.....	280	331	50	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,364,309 19
Midland and Simcoe .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mount McKay and Kakabeka Falls ..	23,116	0.992	272,034	1,212,043	52,446	15	155	69	11	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*
Niagara Falls Park and River .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peterborough Radial	18,530	1,000	561,921	2,155,425	116,321	.....	6	61	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Port Arthur Municipal	31,330	9,450	1,103,557	6,044,912	148,208	.....	29	133	40	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Not given
Sandwich, Windsor & Amherstburg ..	.....	.....	.....	.....	.....	.....	.....	Not given	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,412,485 82
Sarnia Street	8,250	1,000	204,244	1,066,477	129,267	.....	.....	Not given	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	233,718 47
St. Thomas Municipal	7,500	0.015	262,920	489,051	.....	.....	1	28	10	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	87,000 00
Thurlow (To December 31, 1916)	2,671	2,766	.....	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52,960 68
Toronto and York Radial	72,430	9,570	2,119,156	5,454,649	75,309	5	5	407	52	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,580,478 67
Toronto Civic	18,284	1,936	1,262,685	12,604,038	689,347	.....	25	134	31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,450,200 09
Toronto Railway	118,952	8,374	20,056,819	145,812,384	1,225,808	7	1,394	2,412	779	188	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20,042,617 69
Toronto Suburban	18,791	0.353	457,190	2,890,880	152,151	.....	3	89	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,367,742 93
Windsor and Tecumseh .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	.....	.....	.....	.....	Included in report of Sandwich, Windsor and Amherstburg Railway	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

*Niagara Falls P. & R. Company reports not able to furnish capital cost as Company is only a division of International Railway Co., U.S.A.
†538 Box and 33 Trailers are convertible from Box to Open Cars or vice-versa.
‡Does not include new construction contract of \$3,476,522 17.

TABULATION OF CHARGES OTHER THAN OPERATING COSTS FOR YEAR ENDING JUNE 30th, 1916.

Name of Railway.	Interest on Funded Debt	Interest and Discount on Unfunded Debts	Taxes	Transfers to Special Accounts	*All Charges other than Operating Costs	Total Expenditure without Operating Costs	Total Expenditure including Operating Costs	**Total Revenue from all sources	Per Car mile run		Net Deficit from year's Operation	Net Surplus from year's Operation
									Total Expenditure	Total Revenue		
	\$	\$ c.	\$	\$ c.	\$	\$ c.	\$	\$ c.	cents	cents	\$ c.	\$ c.
Berlin & Northern.....	70 00	1,283.71	247.74	.....	.....	1,601.75	8,561.86	8,271.40	24.186	23.365	290.46	.....
Cornwall Street, Light and Power.....	.....	296.39	782.61	4,314.37	.....	5,393.37	27,849.48	33,352.65	13.597	16.226	.....	5,503.17
Port William Electric.....	53,190 00	.....	.....	34,387.67	.....	87,577.67	175,231.13	113,421.32	28.236	18.342	61,799.81	.....
Galt, Preston & Hespeler.....	17,040 00	179.76	4,607.29	.....	112,500 00	34,327.05	157,759.55	219,427.61	52.382	72.858	.....	61,668.06
Guelph Radial (To Dec. 31, 1915).....	.....	.....	1,639.35	.....	110,240 50	11,879.85	45,507.40	45,143.14	23.562	23.373	364.26	.....
Hamilton & Dundas.....	5,000 00	.....	1,131.58	.....	15,000 00	11,131.58	67,191.02	75,559.88	40.315	45.337	.....	8,368.86
Hamilton, Grimsby & Beamsville.....	7,500 00	2,742.67	4,397.08	.....	.....	14,639.75	138,919.33	136,420.42	36.867	36.180	2,498.91	.....
Hamilton Street.....	20,227.80	13,187.46	68,115.09	.....	191,400 00	192,930.35	607,231.69	659,709.00	23.191	25.195	80.70	52,477.31
Huntsville & Lake of Bays (To Dec. 31, 1916).....	.....	.....	.....	.....	11,668.00	1,739.25	3,487.90	3,407.19	151.648	148.130	.....	.....
International Transit.....	10,000 00	3,740.61	1,006.64	.....	.....	14,747.25	78,951.44	97,427.66	27.476	33.210	.....	18,476.22
Kingston, Portsmouth & Cataraqui.....	3,970 00	.....	.....	.....	.....	3,970.00	34,733.02	43,229.97	17.394	21.649	.....	8,496.95
Kitchener & Waterloo (To Dec. 31, 1916).....	8,059.04	.....	.....	9,400.00	308.50	17,767.94	51,655.00	55,261.47	25.918	27.727	.....	3,606.47
London Street.....	33,083.96	1,179.75	10,379.76	.....	133,360 00	78,003.47	460,097.53	422,669.74	23.472	21.562	43,427.79	.....
Midland & Simcoe.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mount McKay & Kakabeka Falls.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Niagara Falls Park and River.....	30,000 00	4,298.61	.....	.....	.....	34,298.61	275,280.53	127,672.89	101.193	46.933	147,607.64	.....
Peterborough Radial.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Port Arthur Municipal.....	69,093.37	.....	.....	2,830.07	.....	71,923.44	152,963.36	97,676.58	27.221	17.027	55,286.78	.....
Sandwich, Windsor & Amherstburg.....	31,500 00	.....	6,919.80	112,773.34	18,096.56	169,289.70	333,635.08	339,973.20	30.233	30.807	.....	6,338.12
Sarnia Street.....	3,795.00	.....	1,106.79	.....	15,400 00	10,301.79	55,013.49	62,936.77	26.934	38.012	.....	7,923.28
St. Thomas Municipal.....	.....	.....	.....	Not given in report	.....	.....	.....	22,277.13	.....	8.473	.....	.....
Thurlow (To Dec. 31, 1916).....	.....	.....	.....	.....	.....	26.71	10,275.34	25,062.44	.....	.....	.....	14,787.10
Toronto & York Radial.....	82,000 00	60,172.59	13,437.32	.....	.....	155,609.91	574,047.22	547,850.10	27.088	25.852	26,197.12	.....
Toronto Civic.....	87,239.26	.....	.....	.....	.....	87,239.26	282,348.31	216,693.23	22.400	17.161	66,155.08	.....
Toronto Railway.....	155,281.48	90,000 00	123,046.88	116,412.80	1957,812.40	1,442,553.56	5,521,935.32	5,229,393.40	27.531	29.562	.....	407,458.08
Toronto Suburban.....	38,575.85	1,995.93	.....	940.00	.....	41,511.78	137,005.68	168,447.33	29.965	36.603	.....	31,441.65
Windsor & Tecumseh.....	.....	.....	Included in Sandwich, Windsor and Amherstburg Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Does not include deficits from previous years, but does include dividends when marked with a cross (†)
† This sum transferred to Detroit United Railways, U.S.A.

** Does not include surpluses from other years.

TABULATED STATEMENT OF ASSETS AND LIABILITIES AS PER JUNE 30TH, 1916

Name of Railway.	Authorized Capital Stock.	Assets.		Liabilities.					Surplus.
		Cost of Rail- way Equip- ment, Land and Buildings.	Cash and other Assets.	Deficit.	Capital Stock out- standing.	Funded Debt.	Current Liabilities	Accrued Liabilities.	
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Berlin and Northern	400,000	54,559 13	153 12	290 46	17,400	2,400 00	35,202 71
Cornwall St., Lt. & Pr.	200,000	223,948 71	9,702 55	200,000	9,068 75	21,500 00
Fort William Electric.	1,112,000 00	42,078 18	132,927 01	1,112,000 00	594 64	174,410 55
Galt, Preston & Hespeler	500,000	1,028,610 82	112,042 91	125,000	426,000 00	53,557 25	8,520 00	465,908 42
Guelph Radial (To Dec. 31, 1915)	200,000	196,367 76	5,677 19	364 26	169,870	720 08	31,819 13
Hamilton & Dundas	100,000	218,586 13	66,864 44	100,000	100,000 00	37 75	210 25	18,225 83
Hamilton, Grimsby & Beams.	235,000	488,544 15	3,309 13	235,000	150,000 00	47,965 10	3,016 65	31,327 70
Hamilton Street	1,205,000	2,139,083 21	77,905 50	1,205,000	440,000 00	17,598 05	4,222 44	66,807 30
Huntsville & Lake of Bays (To Dec. 31, 1916)	50,000	27,205 21	594 79	27,800
International Transit	150,000	488,044 99	29,871 56	150,000	200,000 00	24,466 89	593 99	79,633 59
Kingston, Ports. & Cataract Kitchen and Waterloo (To Dec. 31, 1916)	188,008 20	12,421 19	148,926 54	96 20	3,812 48	43,987 70
London Street	750,000	1,364,309 19	77,076 34	556,000	637,000 00	63,318 68	12,982 97	36,655 67
Midland and Simcoe
Mount McKay & Kakabeka Falls
Niagara Falls Park & River Peterborough Radial
Port Arthur Municipal	Not given	326,615 20	55,286 78	875,206 10	309,978 54	71,923 44
Sandwich, Windsor & Am'burg	500,000	1,412,485 82	129,496 01	297,000	600,000 00	563,170 09	8,505 94	3,754 76
Sarnia Street	100,000	233,718 47	5,252 46	90,000
St. Thomas Municipal	87,000 00	189 60	184,847 75	271,529 07	508 28
Thurlo (To Dec. 31, 1916) ...	50,000	52,960 68	34,219 53	25,000
Toronto & York Radial	2,000,000	5,580,479 67	125,167 51	2,000,000	1,679,800 00	1,683,077 33	20,500 00	19,902 94
Toronto Civic	1,450,200 09	370,740 08	271,184 37	2,082,737 00	9,387 54
Toronto Railway	15,000,000	20,042,617 69	3,894,333 99	12,000,000	4,982,066 67	9,961,474 91	81,815 80	644,561 81
Toronto Suburban	3,000,000	*367,742 83	3,954,562 23	1,500,000	2,628,000 00	94,766 65	54,256 63
Windsor & Tecumseh	Included with those of the Sandwich, Windsor and Amherstburg Railway

†Includes Real Estate Mortgages equivalent to \$39,800 00.

*Purchase price to which the Company considers that loss, due to unpaid operation and interest charges, should be added.

BRIEF ANALYSIS OF RAILWAY ACCOUNTS FOR YEAR ENDING JUNE 30, 1916.

- Berlin and Northern: Paid no Dividend on its Capital Stock and transferred no sum to "Special Accounts," yet had a net deficit of \$290.46.
- Cornwall Street, Light and Power: Paid no Dividends on its Capital Stock and transferred no sum to "Special Accounts," but had a net surplus of \$5,503.17.
- Fort William Electric: Paid Interest on its debt and increased its sinking and other funds by \$34,387.67, but then had a net deficit for the year of \$61,799.81.
- Galt, Preston & Hespeler: Paid 10% Dividend on its Capital Stock, transferred no sum to "Special Accounts"; but had a net surplus for year of \$61,668.06.
- Guelph Radial, January 1 to December 31, 1915: Paid 5.306% Dividend on its Capital Stock, but transferred no sum to "Special Accounts," and then had a net deficit for year of \$364.26.
- Hamilton and Dundas: Paid 5% Dividend on its Capital Stock, but transferred no sum to "Special Accounts," and then had a net surplus for year of \$8,368.86.
- Hamilton, Grimsby & Beamsville: Paid no Dividend on its Capital Stock, transferred no sum to "Special Accounts," and still had a net deficit for year of \$2,498.91.
- Hamilton Street: Paid 10% Dividends on its Capital Stock and transferred no sum to "Special Accounts," but had a net surplus for year of \$52,447.31.
- Huntsville & Lake of Bays, January 1 to December 31, 1916: Paid 6% Dividend on its Capital Stock, but transferred no sum to "Special Accounts," and then had a net deficit for year of \$80.71.
- International Transit: Paid No Dividend on its Capital Stock and transferred no sum to "Special Accounts," but had a net surplus for year of \$18,476.22.
- Kingston, Portsmouth & Cataraqui: Paid No Dividend on its Capital Stock and transferred no sum to "Special Accounts," but had a net surplus for year of \$8,496.95.
- Kitchener & Waterloo, January 1 to December 31, 1916: Paid No Dividend on its Capital Stock, but transferred \$9,400 to "Special Accounts," and then had a net surplus for year of \$3,606.47.
- London Street: Paid 6% Dividend on its Capital Stock, but transferred no sum to "Special Accounts." It spent, however, \$104,843.93 on reconstruction, using up portion of its accumulated surplus, and producing an apparent net deficit for the year of \$43,427.79.
- Midland & Simcoe: Operations have not yet been recommenced on this road, the blast furnace at Midland being closed down.
- Mount McKay & Kakabeka Falls: Unfortunately, the Ont. Ry. & Mun. Board received no report from this Company.
- Niagara Falls Park & River: This road, which is a division of the International Railway Company of the U. S. A., has no separate capital stock. It transferred no sum, however, to the parent company and, due to the heavy injuries and damages payments made during the year, amounting to \$152,204.08, was left with a net deficit for the year of \$147,607.64.
- Peterborough Radial: Unfortunately, the Ont. Ry. & Mun. Board received no report from this Company.
- Port Arthur Municipal: Funded debt, outstanding, \$875,206.10. Interest for year, \$43,158.05. Paid on account, \$69,093.37; giving \$25,935.32 towards redemption. Transferred, also to Accident Reserves, \$2,830.07. All of which left a net deficit for the year of \$55,286.78. The total receipts, therefore, amounted to less than the operating costs only.
- Sandwich, Windsor & Amherstburg: Returned \$112,773.34 of the moneys advanced by the Detroit United Rys., but paid no dividend, and then had a net surplus for year of \$6,338.12.
- Sarnia Street: Paid 6% Dividend on its Capital Stock, but transferred no sum to "Special Accounts," and then had a net surplus for year of \$7,923.28.
- St. Thomas Municipal: Paid no interest or redemption sums on its outstanding debentures, and its operating costs only were greater than its total revenue by \$1,937.97.
- Thurlow, January 1 to December 31, 1916: Short freight railway, which paid no Dividend and transferred no sum to "Special Accounts," but had a net surplus for year of \$14,787.10.
- Toronto & York Radial: Paid no Dividend on its Capital Stock and transferred no sum to "Special Accounts," but yet had a net deficit for year of \$26,197.12.
- Toronto Civic: Paid only about 4.2% Interest on its Funded Debt, or \$87,239.26, transferred no sum to "Special Accounts," and yet had a net deficit for the year of \$66,155.08.
- Toronto Railway: Paid 8% Dividend on its Capital Stock, transferred \$116,412.80 to "Special Accounts," and still had a net surplus for year of \$407,458.08.
- Toronto Suburban: Paid No Dividend on its Capital Stock, transferred only \$940.00 to "Special Accounts," and then had a net surplus for year of \$31,441.65.
- Windsor & Tecumseh: All accounts of this Company are included in those of the Sandwich, Windsor & Amherstburg Railway.

PUBLIC UTILITIES.

GAS WORKS, MUNICIPALITY OF BELLEVILLE.
(December 31st, 1915.)

Date of vote to establish plant, January 4, 1904.
 Date plant installed or acquired. Acquired.
 Total assessed value of real estate municipality, \$6,106,079.80; exempt, \$1,589,080.00.
 Debenture debt in respect of gas plant, \$100,000.00.
 Number of street gas lamps; approximately, 170.
 Number of feet of gas sold to general consumers, 26,461,000.
 Number of service pipes in use, 1,500.
 Cost of street lamp per year, \$58.00.
 Gross price per 1,000 cubic feet lighting, \$1.50.
 Gross price per 1,000 cubic feet fuel, \$1.50.
 Schedule of discounts and minimum charges, if any: 25c. per 1,000 ft. for lighting; 40c. per 1,000 ft. for fuel.

Operating Expenses.

Manufacture:

Salaries, manufacture	
Labor, manufacture	\$3,326 39
Labor, purification	184 98
Gas coal	10,897 77
Enricher (coal gas)	
Bench fuel, coke	458 56
Generator fuel	399 48
Oil (water gas)	
Boiler fuel	125 00
Water	
Purification materials	
Residual expense.	
Works expense	179 98
Materials (gasoline gas), lubricants	26 61
Materials (acetylene gas)	
Repairs, works (coal gas)	442 22
Repairs, works (water gas)	
Bench repairs	330 13
Repairs, works (general)	314 92
Gas purchased	
Tools and works	40 09
	<hr/>
	\$16,726 13

Distribution:

Distribution, salaries	\$629 82
Complaints and gratuitous work	
Setting and removing meters and regulators..	
Operating and repairing street lamps	
Meter reading	259 96
Jobbing	
Repairs, mains	100 49
Repairs, services	25 25
Repairs, meters	261 96
a*Operating wells..	
a*Operating lines	
a*Repairs, wells	
a*Compensation	10 00
a*Repairs, building and apparatus..	
Holder repairs	6 00
	<hr/>
	1,301 78

General Expense:

Salaries of officers	
Price's salary	\$50 00
Office salaries	1,635 00
Office expense	130 23
Alcohol	15 81
b†Legal expense	
Postage	189 50
Insurance	90 00
Telephone	55 70
Canvassing	24 66
Gas inspection	93 60
Taxes	
Insurance	
Franchises	
Contingent	8 00
Gas inspector	89 75
Street lamps	8 00
Leaseholds, rentals, etc.	
Damages, including legal expense connected therewith	
Depreciation (in addition to actual expenditure for repairs, renewals and replacements)	
	<hr/>
	2,406 25
	<hr/>
Total operating expenses.	\$20,434 16

a* In case natural gas is furnished.

b† Not to include legal expenses connected with damages.

GAS WORKS, MUNICIPALITY OF BELLEVILLE.—Continued.

Gross earnings from operation:		Construction and equipment	
For lighting	\$25,641 10	Value of land occupied by plant	Not given
For cooking and heating...		Value of buildings	
For power		Value of machinery and apparatus	
Less discounts		Value of street mains	
From meters		Value of services	
From gas stoves and engines.		Value of meters	
From gas lamps		Value of street lamps and fixtures	
Miscellaneous: Coke, tar and meter rent	4,344 62	Value of tools and appliances	
		Value of staple equipment..	
		Value of other assets	
Gross earnings	\$29,985 72		
Income.		Total assets	
Gross earnings	\$29,985 72	Authorized and issued bonds	\$100,000 00
Operating expenses.	20,434 16	Overdraft	
		Other indebtedness	
Net earnings	\$9,551 56	Total debt	
Deductions:		Amount invested in sinking fund	
Interest on funded debt	\$2,820 63		
Interest on floating debt			
Other deductions..			
	2,820 63		
Total net income	\$6,730 93		
Paid on debentures	3,535 08		
Surplus	\$3,195 85		

GAS WORKS, MUNICIPALITY OF KITCHENER.
(December 31st, 1915.)

Date of vote to establish plant, February 20, 1903.	Labor, purification	
Date plant installed or acquired. Acquired.	Gas coal	18,698 00
Total assessed value of real estate municipality, \$11,518,095.00.	Enricher (coal gas)	
Debenture debt in respect of gas plant, \$227,279.15.	Bench fuel	
Number of street gas lamps, nil.	Generator fuel ..	
Number of feet of gas sold to general consumers, 58,875,400.	Oil (water gas). .	1,127 60
Number of service pipes in use, not given.	Boiler fuel	1,511 81
Cost of street lamp per year,	Water	
Gross price per 1,000 cubic feet lighting, \$1.25.	Purification materials	299 74
Gross price per 1,000 cubic feet fuel: Special, if account exceeds \$25.00 per month.	Residual expense.	
Schedule of discounts and minimum charges, if any: 25c. per 1,000 cu. ft.	Works expense ..	780 50
Operating Expenses.		Materials (gasoline gas)
Manufacture:	Materials (acetylene gas)	
Salaries, manufacture	Repairs, works (coal gas).....	1,839 64
	Repairs, works water gas).....	
Labor, manufacture	Repairs, works (general).....	
	Gas purchased ...	
		\$30,193 02

GAS WORKS, MUNICIPALITY OF KITCHENER.—Continued.

Distribution:		Depreciation (in	
Distribution, salaries	\$495 69	addition to actual expenditure for repairs, renewals and replacements)	9,075 58
Complaints and gratuitous work	281 58		15,512 91
Setting and removing meters and regulators.	1,157 37	Total operating expenses.	\$49,927 67
Operating and repairing street lamps	75	Gross earnings from operation:	
Gas stoves and appliances		For lighting	} \$55,563 11
Jobbing		For cooking and heating.	
Repairs, mains.	242 57	For power	
Repairs, services.		Less discounts	
Repairs, meters.	1,511 35	From meters	
a*Operating wells		From gas stoves and engines.	
a*Operating lines		From gas lamps	
a*Repairs, wells		Miscellaneous: Coke, tar, ammonia, services, etc.	11,934 46
a*Repairs, lines		Gross earnings	\$67,497 57
a*Repairs, building and apparatus.	532 43		
	4,221 74	Income.	
General Expense:		Gross earnings	\$67,497 57
Salaries of officers	\$1,050 00	Operating expenses.	49,927 67
Office salaries	1,503 35		
Office expense	622 81	Net earnings	\$17,569 90
Registering and collecting	1,040 00	Deductions:	
b†Legal expense		Interest on funded debt	\$11,496 92
General expense.	1,561 00	Interest on floating debt	
Advertising.	} 174 23	Other deductions.	
Canvassing.			11,496 92
Uncollectible accounts	23 25	Total net income	\$6,072 98
Taxes.	} 462 69	Debenture payment	6,072 98
Insurance.			
Franchises		Surplus	
Leaseholds, rentals, etc.		Amount invested in plant.	\$312,006 69
Damages, including legal expense connected therewith		Debenture debt	\$227,279 15

GAS WORKS, MUNICIPALITY OF BROCKVILLE.

Date of vote to establish plant, July 31, 1900.	Number of feet of gas sold to general consumers, 33,559,395.
Date plant installed or acquired. Acquired.	Number of service pipes in use, 1,716.
Total assessed value of real estate municipality, \$5,024,899.00.	Cost of street lamp per year,
Debenture debt in respect of gas plant, \$32,757.28.	Gross price per 1,000 cubic feet lighting, \$1.00.
Number of street gas lamps, nil.	Gross price per 1,000 cubic feet fuel, \$1.00.
	Schedule of discounts and minimum charges, if any: Not given.

a* In case natural gas is furnished.

b† Not to include legal expenses connected with damages.

GAS WORKS, MUNICIPALITY OF BROCKVILLE.—*Continued.*

Figures in the report of the municipality are so contradictory that it is considered unwise to give any statement in this annual report.

Amount invested in plant....	\$134,008 84
Debenture debt	\$22,757 28

GAS WORKS, MUNICIPALITY OF DESERONTO.

(December 31st, 1915.)

Date of vote to establish plant, March 29, 1907.

Date plant installed or acquired. Acquired.

Total assessed value of real estate municipality, \$1,015,717.00.

Debenture debt in respect of gas plant, \$20,000.

Number of street gas lamps, nil.

Number of feet of gas sold to general consumers, 1,261,400.

Number of service pipes in use, 128.

Cost of street lamp per year,

Gross price per 1,000 cubic feet lighting, \$1.95.

Gross price per 1,000 cubic ft. fuel, \$1.25.

Schedule of discounts and minimum charges, if any: 20 per cent. discount, lighting; 20 per cent. discount, fuel.

Operating Expenses.

Manufacture:	
Salaries, manufac- ture	
Labor, manufac- ture	\$1,029 20
Labor purification..	
Gas coal	1,220 21
Enricher (coal gas)	
Bench fuel	
Generator fuel	
Oil (water gas) ...	1,077 13
Boiler fuel	
Water	
Purification mate- rials	78 50
Residual expense ..	
Works expense	
Materials	105 93
Materials (acetylene gas)	
Repairs, works (coal gas)	
Repairs, works	48 75
Repairs, works (general)	
Gas purchased	
	<hr/> \$3,559 72

Distribution:	
Distribution, salaries	
Complaints and gratuitous work	
Setting and removing meters and regulators	
Operating and repairing street lamps	
Gas stoves and appliances	
Jobbing	
Repairs, mains	
Repairs, services . .	
Repairs, meters . . .	65 89
a*Operating wells . .	
a*Operating lines . . .	
a*Repairs, wells	
a*Repairs, lines	
a*Repairs, building and apparatus . .	
	<hr/> 65 89
General Expense:	
Salaries of officers..	
Office salaries	
Office expense	
Registering and collecting	
b†Legal expense	
General expense....	
Advertising	
Canvassing	
Uncollectible accounts	
Taxes	
Insurance	\$23 25
Franchises	
Leaseholds, rentals, etc.	
Damages, including legal expense connected therewith.	
Depreciation (in addition to actual expenditure for repairs, renewals and replacements)	
	<hr/> 23 25
Total operating expenses.	\$3,648 86

a* In case natural gas is furnished.

b† Not to include legal expenses connected with damages.

GAS WORKS, MUNICIPALITY OF DESERONTO.—Continued.

Gross earnings from operation:	
For lighting	} \$2,636 80
For cooking and heating	
For power	
Less discounts...	80 30
	<hr/>
	\$2,556 50
From meters	\$20 39
From gas stoves and engines	
From gas lamps	
Miscellaneous	
	<hr/>
	20 39
	<hr/>
Gross earnings	\$2,576 89

Income.

Gross earnings	\$2,576 89
Operating expenses.	3,648 86
	<hr/>
Deficit	\$1,071 97

Deductions:	
Interest on funded debt....	
Interest on floating debt....	
Other deductions	
	<hr/>
Total net income	Nil
Sinking fund	
Reconstruction reserve fund ..	
	<hr/>
*Deficit	\$1,071 97
Amount invested in plant....	\$23,000 00
Debenture debt authorized and issued	\$20,000 00
	<hr/>

*This deficit ought to be increased by amount due during 1915 on debentures.

GAS WORKS, MUNICIPALITY OF GUELPH.

(December 31st, 1915.)

Date of vote to establish plant, January 5, 1903.
Date plant installed or acquired. Acquired.
Total assessed value of real estate municipality, not given.
Debenture debt in respect of gas plant, \$125,355.51.
Number of street gas lamps, nil.
Number of feet of gas sold to general consumers, 67,554,000.
Number of service pipes in use, 2,454.
Cost of street lamp per year,
Gross price per 1,000 cubic feet lighting, \$1.00.
Gross price per 1,000 cubic ft. fuel, \$1.00.
Schedule of discounts and minimum charges, if any: Sliding scale—15 per cent., 20 per cent., 25 per cent.

Operating Expenses.

Manufacture:	
Salaries, manufacture	\$567 00
Labor, manufacture	9,417 48
Labor, purification	346 01
Gas coal	21,358 11
Enricher (coal gas)	
Bench fuel	5,000 00
Generator fuel ...	1,500 00
Oil (water gas) ..	1,515 41
Boiler fuel	1,500 00
Water	272 47

Purification materials	
Residual expense.	
Coke, tar, ammonia	3,133 12
Works expense ..	1,930 73
Materials, fire clay	296 74
Materials, lubricants	187 06
Repairs, works (coal gas)	3,035 27
Repairs, works (water gas) ...	102 65
Repairs, works (general)	809 76
Gas purchased ..	<hr/>
	\$50,972 01

Distribution:

Distribution, salaries	\$420 00
Complaints and gratuitous work	400 00
Setting and removing meters and regulators..	423 18
Operating and repairing street lamps	
Gas stoves and appliances	
Jobbing	
Repairs, mains ..	337 73
Repairs, services.	100 00
Repairs, meters ..	1,299 77

GAS WORKS, MUNICIPALITY OF GUELPH.—Continued.

Income.

a*Operating wells .	
a*Operating lines ..	
a*Repairs, wells ...	
a*Repairs, lines	
a*Repairs, building and apparatus..	
	2,980 08

General Expense:	
Salaries of officers	
Office salaries	\$544 04
Office expense ...	1,161 56
Registering and collecting	1,815 62
b†Legal expense ..	
General expense..	41 23
Advertising	
Canvassing	
Uncollectible ac- counts	
Taxes	
Insurance	
Franchises	
Leaseholds, ren- tals, etc.	
Damages, includ- ing legal ex- pense connected therewith	
Depreciation (in addition to ac- tual expenditure for repairs, re- newals and re- placements) ...	
	3,562 45

Total operating expenses.. \$57,514 54

Gross earnings from operation:	
For lighting	\$57,524 99
For cooking and heating....	
For power	
Less discounts	
From meters	
From gas stoves and engines	
From gas lamps ...	
Miscellaneous	
Coke, tar, ammonia and supplies	\$20,246 87
	20,246 87

Gross earnings \$77,771 86

Gross earnings	\$77,771 86
Operating expenses.	57,514 54
Net earnings	\$20,257 32

Deductions:	
Interest on funded debt	\$5,947 52
Interest on float- ing debt	
Other deductions.	
	5,947 52
Total net income	\$14,309 80
Debentures payment,	\$4,325 75
Reconstruction re- serve fund	
	4,325 75
Surplus	\$9,984 05

Construction and equipment..	
Value of land occupied by plant	\$8,790 00
Value of buildings	25,047 79
Value of machinery and appar- atus	94,914 28
Value of street mains	62,357 14
Value of services	28,101 74
Value of meters	20,877 23
Value of street lamps and fix- tures	
Value of tools and appliances.	2,000 00
Value of staple equipment:	
office furniture and fixtures.	1,745 54
Value of other assets: Railway siding and other real estate	459 25

Total assets	\$244,292 97
Debenture debt	\$125,355 51
Amount invested in sinking fund	15,737 66
Net debt	\$109,617 85

GAS WORKS, MUNICIPALITY OF KINGSTON.
(December 31st, 1915.)

Date of vote to establish plant, August 1, 1904.	Total assessed value of real estate muni- cipality, \$12,404,852.00.
Date plant installed or acquired. Ac- quired.	Debenture debt in respect of gas plant, \$183,585.76.

a* In case natural gas is furnished.
b† Not to include legal expenses connected with damages.

GAS WORKS, MUNICIPALITY OF KINGSTON.—Continued.

Number of street gas lamps, nil.	Repairs, mains ..	5,354 41	
Number of feet of gas sold to general consumers, 64,028,800.	Repairs, services.		
Number of service pipes in use, not given.	Repairs, meters...	1,980 98	
Cost of street lamp per year,	a*Operating wells ..		
Gross price per 1,000 cubic feet lighting, \$1.00 net.	a*Operating lines...		
Gross price per 1,000 cubic feet fuel, \$1.00 net.	a*Repairs, wells ..		
Schedule of discounts and minimum charges, if any:	a*Repairs, lines ...		
	a*Repairs, building and apparatus..	617 41	
			\$8,345 43
	General Expense.		
	Salaries of officers		
	Office salaries	\$579 50	
	Office expense ...	100 00	
	Registering and collecting		
	b†Legal expense ...		
	General expense..		
	Contingencies ...	707 49	
	Printing and stationery	519 66	
	Uncollectible accounts		
	Taxes	156 60	
	Insurance	250 79	
	Debentures and interest	15,379 61	
	Leaseholds, rentals, etc.		
	Damages, including legal expense connected therewith		
	Depreciation (in addition to actual expenditure for repairs, renewals and replacements) ...	162 71	
			17,856 36
	Total operating expenses.		\$58,857 58
	*Changed from \$2,090.83 (given in report) to \$2,060.83, and thereby gives the total of \$58,857.58, as given in the report.		
	Gross earnings from operation:		
	For lighting		
	For cooking and heating....		
	For power		
	Less discounts		
	From meters	\$5,865 38	
	From gas stoves and engines		
	From gas lamps ...		
	Miscellaneous		
			5,865 38
	Gross earnings		\$69,894 18

Manufacture:

Salaries, manufacture

Labor, manufacture

Labor, purification

Gas coal

Enricher (coal gas)

Berch fuel

Generator fuel ..

Oil (water gas)..

Boiler fuel

Water

Purification materials

Residual expense.

Works expense ..

Oil and waste ...

Materials (gasoline gas)

Materials (acetylene gas)

Repairs, works (coal gas)

Gas inspection ..

Repairs, works (general)

Sundries

Distribution:

Distribution, salaries

Complaints and gratuitous work

Setting and removing meters and regulators..

Operating and repairing street lamps

Gas stoves and appliances

Stable and automobile account and services ...

a* In case natural gas is furnished.

b† Not to include legal expenses connected with damages.

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GAS WORKS, MUNICIPALITY OF KINGSTON.—Continued.

Income.

Gross earnings	\$69,894 18
Operating expenses.	43,315 26
<hr/>	
Net earnings	\$26,578 92
Deductions:	
Interest and annual payment on funded debt ...	\$15,379 61
Interest on floating debt	
Other deductions —depreciation..	162 71
<hr/>	
	15,542 32
<hr/>	
Total net income	\$11,036 60
Sinking fund	
Reconstruction reserve fund..	
<hr/>	
Surplus	\$11,036 60

Construction and equipment:

Value of lands	}	21,893 85
Value of buildings		
Value of machinery and apparatus		\$55,019 06
Value of street mains	}	131,831 10
Value of services		
Value of meters		13,850 81
Miscellaneous construction expense		32,536 44
Utility equipment		844 66
Value of other assets		
<hr/>		
Total assets		\$255,975 92

Debenture debt	\$183,585 76
Overdraft	
Other indebtedness	
<hr/>	

Total debt

Amount invested in sinking fund

GAS WORKS, MUNICIPALITY OF OWEN SOUND.

(December 31st, 1915.)

Date of vote to establish plant, January 1, 1903.	
Date plant installed or acquired. Acquired.	
Total assessed value of real estate municipality, \$6,647,600.00.	
Debenture debt in respect of gas plant, \$109,000.00.	
Number of street gas lamps, nil.	
Number of feet of gas sold to general consumers, 14,917,920.	
Number of service pipes in use, 1,400.	
Cost of street lamp per year,	
Gross price per 1,000 cubic feet lighting, \$1.25.	
Gross price per 1,000 cubic feet fuel, \$1.25.	
Schedule of discounts and minimum charges, if any: 20 per cent. discount for cash.	

Operating Expenses.

Salaries, manufacture, and distribution	\$450 00
Labor, manufacture, and distribution	4,310 70

Labor, purification		
Gas coal	5,872 47	
Enricher (coal gas)	}	1,446 81
Bench fuel		
Generator fuel ..		
Oil (water gas)..		
Boiler fuel		
Water		
Purification materials		
Residual expense.		
Works expense ..		
Materials (gasoline gas)		
Materials (acetylene gas)		
Repairs, works (coal gas)	}	
Repairs, works (water gas) ..		
Repairs, works (general)		
<hr/>		
Gas purchased ..		\$12,079 98

Distribution:	
Distribution, salaries	
Complaints and gratuitous work	
Setting and removing meters and regulators..	
Operating and repairing street lamps	

GAS WORKS, MUNICIPALITY OF OWEN SOUND.—Continued.

Gas stoves and appliances		Gross earnings from operation:	
Jobbing		For lighting	\$14,917 92
Repairs, mains ..		For cooking and heating...	
Repairs, services.		For power	
Repairs, meters ..		Less discounts	
a*Operating wells .		From meters	\$2,200 00
a*Operating lines ..		Income from securi-	
a*Repairs, wells ...		ties, less taxes ..	1,880 21
a*Repairs, lines ...		Frontage rates	2,206 87
a*Repairs, building and apparatus..		Miscellaneous	
		Coke and tar	3,636 48
			\$9,923 56
General Expense:		Gross earnings	\$24,841 48
Salaries of officers	\$325 00		
Office salaries	636 11	Income.	
Office expense	85 81	Gross earnings	\$24,841 48
Registering and collecting		Operating expenses. .	13,404 23
b†Legal expense ...			
General expense..	84 83	Net earnings	\$11,437 25
Advertising		Deductions:	
Canvassing		Interest on funded	
Uncollectible accounts		debt	\$4,545 00
Taxes		Interest on float-	
Insurance	192 50	ing debt	699 41
Franchises		Other deductions	
Leaseholds, rentals, etc.		discount on de-	
Damages, including legal expense connected therewith		bentures	117 24
Depreciation (in addition to actual expenditure for repairs, renewals and replacements)			5,361 65
	1,324 25	Total net income	\$6,075 60
Total operating expenses.	\$13,404 23	Sinking fund	\$5,901 74
		Reconstruction re-	
		serve fund	200 00
			6,101 74
		Deficit	\$26 14
		Amount invested in plant...	\$109,977 38
		Debenture debt authorized and issued	\$109,000 00

GAS WORKS, MUNICIPALITY OF ST. THOMAS.
(December 31st, 1915.)

Date of vote to establish plant, January 2, 1905.	Gross price per 1,000 cubic feet fuel, \$1.00.
Date plant installed or acquired. Acquired.	Schedule of discounts and minimum charges, if any: 10c. per 1,000 cu. ft.
Total assessed value of real estate municipality, \$10,265,066.00.	Operating Expenses.
Debenture debt in respect of gas plant, \$174,123.02.	Salaries, manu-
Number of street gas lamps, nil.	facture
Number of feet of gas sold to general consumers, 76,891,300.	Labor, manufac-
Number of service pipes in use, not given.	ture
Cost of street lamp per year,	Labor, purifica-
Gross price per 1,000 cubic feet lighting, \$1.00.	tion
	Gas coal
	Enricher (coal gas)

a* In case natural gas is furnished.
b† Not to include legal expenses connected with damages.

GAS WORKS, MUNICIPALITY OF ST. THOMAS.—Continued.

Bench fuel	
Generator fuel ..	
Oil (water gas) ..	
Boiler fuel	
Water	
Purification materials	
Residual expense.	
Works expense ..	
Materials (gasoline gas)	
Materials (acetylene gas)	
Repairs, works (coal gas)	
Repairs, works (water gas) ...	
Repairs, works (general)	
Gas purchased....	
	\$65,720 62
Distribution:	
Distribution, salaries	
Complaints and gratuitous work	
Setting and removing meters and regulators..	
Operating and repairing street lamps	
Gas stoves and appliances	
Jobbing	
Repairs, mains ..	
Repairs, services.	
Repairs, meters...	
a*Operating wells..	
a*Operating lines ..	
a*Repairs, wells ...	
a*Repairs, lines ...	
a*Repairs, building and apparatus .	
General Expense:	
Salaries of officers	
Office salaries ..	
Office expense ..	
Registering and collecting	
b†Legal expense..	
General expense	
Advertising ...	\$7,428 64
Canvassing ...	
Uncollectible accounts	
Taxes	
Insurance	
Franchises	
Leaseholds, rentals, etc.	

Damages, including legal expense connected therewith	
Depreciation (in addition to actual expenditure for repairs, renewals and replacements) .	1,309 52
	8,738 16
Total operating expenses.	\$74,458 78
Gross earnings from operation:	
For lighting	
For cooking and heating..	
For power	
Less discounts	
From coke	\$18,880 66
From tar	4,032 13
From ammonia	998 04
Miscellaneous—	
steam heat and sundries	805 70
	24,716 53
Gross earnings	\$94,768 93
Income.	
Gross earnings	\$94,768 93
Operating expenses.	74,458 78
Net earnings	\$20,310 15
Deductions:	
Interest on funded debt	\$9,071 05
Interest on floating debt	24 35
Other deductions.	
	9,095 40
Total net income	\$11,214 75
Sinking fund	\$6,214 75
Reconstruction reserve fund	
	6,214 75
Surplus	\$5,000 00
Amount invested in plant..	\$255,592 83
Debenture debt	\$174,123 02

a* In case natural gas is furnished.
b† Not to include legal expenses connected with damages.

GAS WORKS, MUNICIPALITY OF WATERLOO.
(December 31st, 1915.)

Date of vote to establish plant, 1904.
Date plant installed or acquired. Acquired.-
Total assessed value of real estate municipality, \$3,157,295.00.
Debenture debt in respect of gas plant, \$45,182.92.
Number of street gas lamps, nil.
Number of feet of gas sold to general consumers, 10,096,467.
Number of service pipes in use, not given.
Cost of street lamp per year,
Gross price per 1,000 cubic feet lighting, \$1.30.
Gross price per 1,000 cubic feet fuel, \$1.30.
Schedule of discounts and minimum charges, if any: 10c. per 1,000; meters, 10c. extra per month.

Operating Expenses.

Manufacture:
Salaries, manufac-
ture }
Labor, manufac- } \$943 71
ture }
Labor, purification
Gas coal
Enricher (coal
gas)
Bench fuel
Generator fuel .. 2,252 84
Oil (water gas) ... 1,682 66
Boiler fuel 772 01
Water 146 16
Purification mate-
rials
Residual expense.
Works expense... 54 06
Materials (gas o-
lene gas)
Materials (acety-
lene gas)
Repairs, works
(coal gas) ...
Repairs, works
(water gas) ...
Repairs, works
(general) 565 15
Gas purchased ...
----- \$6,416 59
Distribution:
Distribution, sal-
aries
Complaints and
gratuitous work
Setting and re-
moving meters
and regulators..

Operating and re-
pairing street
lamps
Gas stoves and
appliances
Jobbing
Repairs, mains .. 30 19
Repairs, services.. 31 63
Repairs, meters... 176 53
a*Operating wells..
a*Operating lines...
a*Repairs, wells ...
a*Repairs, lines ..
a*Repairs, building
and apparatus..
----- 238 35
General Expense:
Salaries of officers \$360 00
Office salaries ...
Office expense ...
Registering and
collecting
b†Legal expense ...
General expense.. 509 03
Advertising
Canvassing
Uncollectible ac-
counts
Taxes
Insurance 156 00
Franchises
Lease holds, ren-
tals, etc.
Damages, includ-
ing legal ex-
pense connected
therewith
Depreciation (in
addition to ac-
tual expendi-
ture for re-
pairs, renewals
and replace-
ments)
----- 1,025 03
Total operating expenses. \$7,679 97
Gross earnings from operation:
For lighting }
For cooking and } \$13,122 11
heating }
For power }
Less discounts.. 1,003 06
----- \$12,119 05
From meters \$739 10
From gas stoves
and engines

a* In case natural gas is furnished.
b† Not to include legal expenses connected with damages.

GAS WORKS, MUNICIPALITY OF WATERLOO.—Continued.

From gas lamps ...	
Miscellaneous	739 10
Gross earnings	\$12,858 15
<i>Income.</i>	
Gross earnings	\$12,858 15
Operating expenses..	7,679 97
Net earnings	\$5,178 18
<i>Deductions:</i>	
Interest on funded debt	\$2,346 54
Interest on floating debt	
Other deductions.	2,346 54
Total net income	\$2,831 64
Debenture payment.	\$1,166 00
Reconstruction reserve fund	1,166 00
Surplus	\$1,665 64

<i>Construction and equipment:</i>	
Value of land occupied by plant	\$400 00
Value of buildings	3,173 52
Value of machinery and apparatus	26,327 81
Value of street mains	20,850 62
Value of services	4,773 34
Value of meters	5,231 64
Value of street lamps and fixtures	
Value of tools and appliances.	516 79
Value of staple equipment...	
Value of other assets	
Plans of mains, etc.	96 53
Total assets	\$61,370 25
Debenture debt	\$45,182 92
Overdraft	
Other indebtedness	
Total debt	
Amount invested in sinking fund	

PUBLIC UTILITIES.

WATER WORKS, MUNICIPALITY OF ALEXANDRIA.

(December 31st, 1915.)

Plant installed, 1895.		Wages	445 03	
Gravity or pumping system. Pumping.				\$1,748 65
Number of gallons pumped per year. No record.		Supplies	\$97 57	
Total capacity of pumps, 23,000 gallons.		Fuel	2,203 15	
Average daily consumption. No record.		Pumping station supplies	46 39	
Cost of production for 1,000 gallons. No data.		Other supplies ..	24 24	2,371 35
Population of municipality, 2,412.				
Gross Earnings:		Depreciation at 5%	\$976 64	
From sale of water—town purposes	\$1,482 50	For repairs and renewals	28 27	
By meter	448 50	Interest in lieu of rent	998 29	2,003 20
By contract	3,031 90			
From rental of meters	27 00	Total cost of production..		\$6,123 20
From permits tapping mains				
From other sources — supplies	150 00			
		<i>Capital Expenditure.</i>		
Total income	\$5,139 90	Reservoirs	}	*\$19,532 35
Less operating expenses	6,123 20	Cost of mains		
		Cost of service pipes.....		
Deficiency for year	\$983 30	Cost of hydrants		
Operating Expenses:		Current capital outlay	458 79	
Salaries of officers, superintendents, clerks, etc.	\$1,129 80	Cost of real estate and buildings	1,600 00	
Office supplies and expenses	14 00	Other assets	170 00	
Insurance	43 61			\$21,761 14
Engineer's expenses (living quarters)	108 00	Less depreciation at 5%.	976 14	
Other expenses — incidentals	8 21	Total assets		\$20,785 00
		Debentures or bonds current.		\$21,490 24
		*Old account.		

WATER WORKS, MUNICIPALITY OF ALLISTON.

(December 31st, 1915.)

Plant installed, 1892.		*Less operating expenses	1,750 65	
Gravity or pumping system. Pumping.				
Number of gallons pumped per year. Unknown.		Gross surplus for year....	\$804 54	
Total daily capacity of pumps. Not given.		Operating Expenses:		
Average daily consumption. Unknown.		Salaries of officers, superintendents, clerks, etc.		
Cost of production for 1,000 gallons. Unknown.		Office supplies and expenses		
Population of municipality, 1,385.		Insurance		
Gross Earnings:		Legal expenses and damages ..		
From sale of water		Other expenses ..		
By meter		Wages	531 15	\$531 15
By contract	\$2,555 19			
From sale of meters		Supplies—Fuel . . .	\$1,000 00	
From permits tapping mains		Pumping station supplies and repairs	219 50	
From other sources				
Total income	\$2,555 19			

WATER WORKS, MUNICIPALITY OF ALLISTON.—*Continued.*

Filtration supplies		Cost of hydrants	
Other supplies ..		Cost of real estate and buildings	
	1,219 50	Other assets	
For repairs and renewals..		Total investment	\$26,055 22
*Interest on bonds or loans...		Debentures or bonds current	} Not given
Total cost of production..	\$1,750 65	Bank overdraft	
		Municipal overdraft	
		Total liabilities	
<i>Capital Expenditure.</i>		*Interest and partial redemption payments on debenture debt not given in report.	
Reservoirs			
Cost of mains			
Cost of service pipes.....			

WATER WORKS, MUNICIPALITY OF AMHERSTBURG.

(December 31st, 1915.)

Plant installed, 1890.		Supplies—Fuel . . .	
Gravity or pumping system. Both.		Pumping station	
Number of gallons pumped per year, 150,000,000.		supplies	\$2,300 00
Total daily capacity of pumps, 1,200,000 gallons.		Filtration supplies	150 00
Average daily consumption. Not given.		Pumping supplies.	200 00
Cost of production for 1,000 gallons. Not given.		Other supplies ..	1,200 00
Population of municipality, 2,500.			3,850 00
Gross Earnings:		For repairs and renewals	\$300 00
From sale of water	\$4,100 00	Interest on bonds or loans and debentures	2,730 00
By meter			3,030 00
By contract		Total cost of production..	\$8,305 00
From sale of meters		<i>Capital Expenditure.</i>	
From permits tapping mains		Reservoirs	} \$42,000 00
From other sources		Cost of mains	
Total income	\$4,100 00	Cost of service pipes	
Less operating expenses.....	8,305 00	Cost of hydrants	
		Cost of real estate and buildings	
		Other assets	
Deficiency for year	\$4,205 00	Total assets	\$42,000 00
Operating Expenses:		Debentures or bonds current..	
Salaries of officers, superintendents, clerks, etc.		Bank overdraft	
Office supplies and expenses		Municipal overdraft	
Insurance	\$105 00	Total liabilities	
Legal expenses and damages ..			
Other expenses ..			
Wages	1,320 00		
	\$1,425 00		

WATER WORKS, MUNICIPALITY OF ARNPRIOR.

(December 31st, 1915.)

Plant installed, 1901.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
130,000,000.
Total daily capacity of pumps, 359,000
gallons.
Average daily consumption, 336,000 gals.
Cost of production for 1,000 gals., .07.53.
Population of municipality, 4,200.

Gross Earnings:
From sale of water
By meter } \$7,762 09
By contract }
From sale of meters
From permits tapping
mains
From other sources—town
purposes 2,450 00

Total income \$10,212 09
Less operating expenses 9,803 22

Surplus for year \$1,408 87

Operating Expenses:
Salaries of officers,
superintendents,
clerks, etc. \$2,035 91
Office supplies and
expenses 12 25
Insurance
Legal expenses
and damages ..
Other expenses .. 18 72
Wages 567 45

\$2,634 33

Supplies—Fuel \$3,107 66
Pumping station
supplies 174 99
Filtration supplies 106 60
Other supplies ...

3,389 25

For repairs, renew-
als and new
smokestack \$1,720 51
Interest on bonds
or loans 2,059 13

3,779 64

Total cost of production. \$9,803 22

Capital Expenditure.

Reservoirs \$2,783 00
Cost of pumping equipment... 18,934 99
Cost of mains } 44,670 42
Cost of hydrants }

Cost of real estate, buildings
and filtration plant 13,356 07
Other items (in bulk) 15,788 46

Total assets \$95,532 94

Debentures or bonds current } Report too
Bank overdraft } involved
Municipal overdraft

Total liabilities Not given

WATER WORKS, MUNICIPALITY OF AYLMER.

(December 31st, 1915.)

Plant installed, 1910.
Gravity or pumping system. Both.
Number of gallons pumped per year. No
data.
Total daily capacity of pumps, 4,752,000
gallons.
Average daily consumption. No data.
Cost of production for 1,000 gallons. Un-
known.
Population of municipality, 2,300.

Gross Earnings:
From sale of water
By meter \$4,820 84
By contract 1,600 00

From sale of meters
From permits tapping mains
From other sources

Total income \$6,420 84
Less operating expenses 7,624 00

Deficiency for year \$1,203 16

Operating Expenses:
Salaries of officers,
superintendents,
clerks, etc.
Office supplies and
expenses

WATER WORKS, MUNICIPALITY OF AYLMER.—Continued.

Insurance		
Legal expenses and damages...		
Other expenses ..		
Wages	\$796 84	
		\$796 84
Supplies—Fuel . . .	\$540 71	
Pumping station supplies		
Filtration supplies		
Other supplies ..	284 11	
		824 82
For repairs and re- newals	\$525 05	
Debenture redemp- tion	5,477 29	
		6,002 34
Total cost of production..	\$7,624 00	

<i>Capital Expenditure.</i>	
Reservoirs	\$71,420 57
Cost of mains	
Cost of service pipes	
Cost of hydrants	
Cost of real estate and buildings	
Cost of meters	5,080 00
Other assets	
Total assets	\$76,500 57
Debentures or bonds current	Not given
Bank overdraft	
Municipal overdraft	
Total liabilities	Not given

WATER WORKS, MUNICIPALITY OF BARBIE.

(December 31st, 1915.)

Plant installed, 1890.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year, 86,- 500,000.	
Total daily capacity of pumps, 2,304,000 gallons.	
Average daily consumption, 233,904 gals.	
Cost of production for 1,000 gals., .15.62.	
Population of municipality, 7,088.	
Gross Earnings:	
From sale of water	
By meter	\$9,598 51
By contract—hydrants . . .	3,766 00
From meter supplies	356 85
From permits tapping mains	
From other sources—meter account	90 67
Total income	\$13,812 03
Less operating expenses	13,513 02
Surplus for year	\$299 01
Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$1,470 00
Office supplies and expenses	
Insurance	65 81
Legal expenses and damages ..	
Other expenses...	136 44
Wages	700 80
	\$2,373 05

Supplies—Fuel . . .	\$1,681 13
Pumping station supplies	36 35
Filtration supplies	
Other supplies ..	
	1,717 48
For repairs and re- newals	\$3,044 14
Interest on bonds or loans and redemp- tion	6,378 35
	9,422 49
Total cost of production.	\$13,513 02

<i>Capital Expenditure.</i>	
Reservoirs	\$130,034 05
Cost of mains	
Cost of service pipes	
Cost of hydrants	
Cost of real estate and buildings	
Other assets	8,101 94
Total assets	\$138,135 99
Debentures or bonds current	\$66,921 87
Bank overdraft	1,283 56
Capital account	49,078 13
Total liabilities	\$117,283 56

WATER WORKS, MUNICIPALITY OF BEAMSVILLE.

(December 31st, 1915.)

Plant installed, 1895.
Gravity or pumping system. Gravity.
Number of gallons used per year. Un-
known.
Average daily consumption. Not given.
Cost of production for 1,000 gallons. Un-
known.
Population of municipality, 1,100.

Gross Earnings:	
From sale of water	
By meter	
By contract	\$1,195 97
From sale of meters	
From permits tapping mains	
From other sources	
<hr/>	
Total income	\$1,195 97
Less operating expenses	2,107 37
<hr/>	
Deficiency for year	\$911 40

Operating Expenses:	
Salaries of officers,	
superintendents,	
clerks, etc.	
Office supplies and	
expenses	
Insurance	
Legal expenses	
and damages ..	
Other expenses...	
Wages	\$179 61
<hr/>	
	\$179 61

Supplies—Fuel	
Pumping station	
supplies	
Filtration supplies	
Other supplies....	\$196 42
<hr/>	
	196 42
For repairs and re-	
newals	
Interest on bonds or	
loans	
Debentures cancelled	\$1,731 34
<hr/>	
	1,731 34
<hr/>	
Total cost of production..	\$2,107 37

Capital Expenditure.

Reservoirs	\$9,000 00
Cost of mains	9,400 00
Cost of service pipes	2,000 00
Cost of hydrants	700 00
Cost of land	500 00
Other assets	
<hr/>	
Total assets	\$21,600 00
<hr/>	
Debentures or bonds current.	\$11,103 81
Notes outstanding	1,400 00
Municipal overdraft	
<hr/>	
Total liabilities	\$12,503 81

WATER WORKS, MUNICIPALITY OF BEETON.

(December 31st, 1915.)

Plant installed, 1893.
Gravity or pumping system. Gravity.
Number of gallons used per year. Un-
known.
Average daily consumption. Unknown.
Cost of production for 1,000 gallons. Un-
known.
Population of municipality, 640.

Gross Earnings:	
From sale of water	
By meter	\$410 99
By contract	1,788 34
From sale of meters	
From permits tapping mains	
From other sources	
<hr/>	
Total income	\$2,199 33
Less operating expenses	596 45
<hr/>	
Surplus for year	\$1,602 88

Operating Expenses:	
Salaries of officers,	
superintendents,	
clerks, etc.	
Office supplies and	
expenses	
Insurance	
Legal expenses	
and damages ..	
Other expenses.	\$110 06
Wages	54 20
<hr/>	
	\$164 26
<hr/>	
Supplies—Fuel	
Pumping station	
supplies	
Filtration supplies	
For repairs and re-	
newals	

WATER WORKS, MUNICIPALITY OF BEETON.—*Continued.*

†Interest on bonds or loans	\$432 19	
		432 19
Total cost of production.	\$596 45	

Capital Expenditure.

Reservoirs	
Cost of mains	

†Does not include annual partial redemption of debt.

Cost of service pipes	
Cost of hydrants	
Cost of land	\$1,465 00
Other items	17,100 00

Total assets \$18,565 00

Debentures or bonds current.	\$8,643 92
Bank overdraft	
Municipal overdraft	

Total liabilities

WATER WORKS, MUNICIPALITY OF BELLEVILLE.

(December 31st, 1915.)

Plant installed. Purchased, 1899.	
Gravity or pumping system. Both.	
Number of gallons pumped per year, 564,872,000.	
Total daily capacity of pumps, 4,824,000 gallons.	
Average daily consumption, 1,547,595 gals.	
Cost of production for 1,000 gals., .03.23.	
Population of municipality, 12,600.	

Gross Earnings:

From sale of water	
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources	

Total income	\$32,965 17
Less operating expenses	18,250 28

Surplus for year \$14,714 89

Operating Expenses:

Salaries of officers, superintendents, clerks, etc.	\$900 00
Office supplies and expenses	300 00
Insurance	
Legal expenses and damages ..	
Other expenses ..	
Wages	5,740 00
	\$6,940 00

Supplies—Fuel	
Pumping station supplies	
Filtration supplies	
Other supplies....	
For repairs and re- newals	
Interest on bonds or loans	\$11,310 28
	11,310 28

Total cost of production.. \$18,250 28

Capital Expenditure.

Reservoirs	\$18,000 00
Cost of mains	130,000 00
Cost of service pipes	18,000 00
Cost of hydrants	8,200 00
Cost of real estate and build- ings	20,000 00
Other assets	22,000 00

Total assets \$216,200 00

Debentures or bonds current	\$226,205 62
Bank overdraft	
Municipal overdraft	

Total liabilities

WATER WORKS, MUNICIPALITY OF BLYTH.

(December 31st, 1915.)

Plant installed, 1911.	
Gravity or pumping system: Pumping.	
Number of gallons pumped per year. Not given.	
Total daily capacity of pumps, 2,160,000 gallons.	

Average daily consumption. Not given.	
Cost of production for 1,000 gallons. Not given.	
Population of municipality, 706.	

WATER WORKS, MUNICIPALITY OF BLYTH.—Continued.

Gross Earnings:		For repairs and re-	
From sale of water		newals	
By meter		Interest on bonds or	
By contract	\$80 00	loans	\$226 17
From sale of meters			226 17
From permits tapping mains	80 00		
From other sources	17 25	Total cost of production..	\$2,521 17
Total income	\$177 25		
Less operating expenses	2,521 17	Capital Expenditure.	
Deficiency for year	\$2,343 92	Reservoirs	
		Cost of mains	\$3,500 00
Operating Expenses:		Cost of service pipes	650 00
Salaries of officers,		Cost of hydrants	350 00
superintendents,		Cost of real estate and build-	
clerks, etc.		ings	500 00
Office supplies and		Other assets	
expenses	\$100 00		
Insurance	55 00	Total assets	\$5,000 00
Legal expenses			
and damages ..		Debentures or bonds current.	\$4,348 26
Other expenses ..		Bank overdraft	
Wages	840 00	Municipal overdraft	
	\$995 00	Total liabilities	
Supplies—Fuel . . .	\$1,200 00		
Pumping station			
supplies	100 00		
Filtration supplies			
Other supplies ...			
	1,300 00		

WATER WORKS, MUNICIPALITY OF BOTHWELL.

(December 31st, 1915.)

Plant installed. For fire protection only,	Total daily capacity of pumps,
and no data furnished in report.	Average daily consumption,
Gravity or pumping system,	Cost of production for 1,000 gallons,
Number of gallons pumped per year,	Population of municipality,

WATER WORKS, MUNICIPALITY OF BOWMANVILLE.

(December 31st, 1915.)

Plant installed, 1912.	Gross Earnings:
Gravity or pumping system. Gravity.	From sale of water
Number of gallons used per year. Un-	By meter
known.	By contract
Average daily consumption. Unknown.	From sale of meters
†Cost of production for 1,000 gallons.	From permits tapping mains
Unknown.	From other sources
Population of municipality, 3,655.	
	Total income
	*Less operating expenses
	Deficiency for year

†Report contains a guess of 60 gallons per inhabitant used daily, and also of 10 cents cost per 1,000 gallons used.

WATER WORKS, MUNICIPALITY OF BOWMANVILLE.—Continued.

Operating Expenses:		*Interest on bonds	
Salaries of officers, superintendents, clerks, etc.	\$1,200 00	or loans	\$7,185 08
Office supplies and expenses	176 59		<u>7,185 08</u>
Insurance		Total cost of production..	\$9,171 12
Legal expenses and damages...			
Other expenses ..	130 94		
Wages	391 77		
	<u>\$1,899 30</u>		
Supplies—Fuel	\$57 63		
Pumping station supplies	11 40		
Filtration supplies			
Other supplies ..			
For repairs and re-			
newals	17 71		
	<u>86 74</u>		

WATER WORKS, MUNICIPALITY OF BRACEBRIDGE.

(December 31st, 1915.)

Plant installed, 1895.		Supplies—Fuel	
Gravity or pumping system. Both.		Pumping station	
Number of gallons pumped per year, 35,850,000.		supplies	\$25 15
Total daily capacity of pumps, 3,254,400 gallons.		Filtration supplies	
Average daily consumption, 90,000 gals.		Other supplies ...	1,526 02
Cost of production for 1,000 gals., .1627.			<u>1,551 17</u>
Population of municipality, 3,000.		For repairs and re-	
		newals	\$884 93
Gross Earnings:		*Interest on bonds	
From sale of water		or loans	1,971 07
By meter	\$6,602 76		<u>2,856 00</u>
By contract		Total cost of production.	\$5,883 33
From sale of meters			
From permits tapping mains			
From other sources	338 94		
	<u>\$6,941 70</u>		
Total income	\$6,941 70		
*Less operating expenses	5,883 33		
	<u>\$1,058 37</u>		
Surplus for year	\$1,058 37		
Operating Expenses:			
Salaries of officers, superintendents, clerks, etc.	\$550 00		
Office supplies and expenses	172 16		
Insurance	60 00		
Legal expenses and damages...			
Other expenses ..	94 00		
Wages	600 00		
	<u>\$1,476 16</u>		

WATER WORKS, MUNICIPALITY OF BRAMPTON.

(December 31st, 1915.)

Plant installed, 1881.
Gravity or pumping system. Both.
Number of gallons pumped per year, 82,-
546,000.
Total daily capacity of pumps, 1,728,000
gallons.
Average daily consumption, 226,137 gals.
Cost of production for 1,000 gals., .10.69.
Population of municipality, 4,204.

Gross Earnings:	
From sale of water	
By meter	\$8,195 36
By contract	3,293 64
From rent of meters	1,497 84
Miscellaneous ..	64 11
From other sources	655 28
Total income	\$13,706 23
*Less operating expenses	5,887 30
Surplus for year	\$7,818 93

Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$940 00
Office supplies and expenses	147 08
Insurance	
Legal expenses damages	
Other expenses ..	639 36
Wages	
	\$1,726 44

Supplies—Fuel . . .	
Pumping station supplies	\$1,672 27
Filtration supplies	
Other supplies ...	140 06
	1,812 33
For repairs and re- newals	
*Interest on bonds or loans	\$2,348 53
	2,348 53

Total cost of production.. \$5,887 30

Capital Expenditure.

Reservoirs ..	\$9,857 00
Cost of mains	
Cost of service pipes	697 97
Cost of hydrants	119,764 37
Cost of real estate and build- ings	5,975 00
Other assets	22,797 40

Total assets

Debentures or bonds current..	\$53,129 87
Bank overdraft	
Other liabilities	1,223 10

Total liabilities

*Do not include annual partial redemp-
tion of debenture debt.

WATER WORKS, MUNICIPALITY OF BRIDGEBURG.

(December 31st, 1915.)

Plant installed, 1903.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. No
record.
Total daily capacity of pumps, 70,000 gals.
Average daily consumption. No record.
Cost of production for 1,000 gallons. Un-
known.
Population of municipality, 2,066.

Gross Earnings:	
From sale of water	\$6,744 33
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources	
Total income	\$6,744 33
Less operating expenses	5,189 13
Surplus for year	\$1,555 20

Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$350 50
Office supplies and expenses	42 48
Insurance	30 00
Legal expenses and damages ..	29 00
Other expenses ..	59 29
Wages	1,396 15
	\$1,907 42

Supplies—Fuel	\$600 00
Pumping station supplies	46 15
Filtration supplies	
Other supplies ...	
	646 15

For repairs and re- newals	\$322 36
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WATER WORKS, MUNICIPALITY OF BRIDGEBURG.—Continued.

Interest on bonds or loans (debenture payment)	2,313 20		Cost of hydrants	1,380 00
		2,635 56	Cost of real estate and build-ings	6,000 00
			Other assets	7,500 00
Total cost of production.	\$5,189 13		Total assets	\$38,760 00
Capital Expenditure.			Debentures or bonds current.	\$26,351 00
Reservoirs			Bank overdraft	
Cost of mains	\$15,000 00		Municipal overdraft	
Cost of service pipes	8,880 00		Total liabilities	

WATER WORKS, MUNICIPALITY OF BROCKVILLE.

(December 31st, 1915.)

Plant installed, 1882.			Filtration supplies	1,799 89
Gravity or pumping system. Pumping.			Other supplies	6,495 32
Number of gallons pumped per year, 814,-464,913.			Disbursements	\$4,464 86
Total daily capacity of pumps, 13,000,000 gallons.			For repairs and re- newals	2,788 63
Average daily consumption, 2,231,095 gals.			Interest on bonds or loans	9,027 41
Cost of production for 1,000 gals., .03.49.				16,270 90
Population of municipality, 9,500.			Total cost of production..	\$28,465 51
Gross Earnings:			Capital Expenditure.	
From sale of water			Cost in 1892	\$148,370 87
By meter	\$10,991 26		Reservoirs	25,688 38
By contract	27,719 96		Cost of mains	49,221 20
From sale of meters			Cost of service pipes	14,398 70
From permits tapping mains			Cost of hydrants	
From other sources	124 03		Cost of real estate and build-ings	27,551 26
Total income	\$38,835 25		Other assets (includes Sink- ing Fund)	155,933 85
Less operating expenses	28,465 51		Total assets	\$421,144 26
Surplus for year	\$10,369 74		Debentures or bonds current.	\$97,256 65
Operating Expenses:			Bank overdraft	
Salaries of officers, superintendents, clerks, etc.	\$1,610 16		Municipal overdraft	6,139 94
Office supplies and expenses	573 89		Other liabilities	4,239 12
Insurance	10 50		Total liabilities	\$107,635 71
Legal expenses and damages ..			Less sinking fund	116,435 99
Other expenses ..	307 24		Net surplus	\$9,800 28
Wages	3,197 50			
	\$5,699 29			
Supplies—Fuel	\$4,200 00			
Pumping station supplies	495 43			

WATER WORKS, MUNICIPALITY OF BURLINGTON.

(December 31st, 1915.)

Plant installed, 1909.		Cost of production for 1,000 gals., .17.03.
Gravity or pumping system. Pumping.		Population of municipality, 3,500.
Number of gallons pumped per year, 60,000,000.		Gross Earnings:
Total daily capacity of pumps, 1,368,000 gallons.		From sale of water
Average daily consumption, 164,384 gals.		General consumers
		By contract—G. T. Ry.

WATER WORKS, MUNICIPALITY OF BURLINGTON.—Continued.

From sale of meters		For repairs and re-	
From permits tapping mains		newals	\$381 18
From other sources — civic		Partial debenture re-	
contract	1,450 00	demption	4,806 00
		Interest on bonds or	
Total income	\$8,404 25	loans	700 00
Less operating expenses	10,218 14		5,887 18
		Total cost of production ..	\$10,218 14
Deficiency for year	\$1,813 89		
Operating Expenses:		Capital Expenditure.	
Salaries of officers,		Reservoirs and land	\$6,200 00
superintendents,		Cost of mains	40,330 00
clerks, etc.	\$800 00	Cost of service pipes, etc....	11,753 00
Office supplies and		Cost of hydrants	5,290 00
expenses	300 00	Cost buildings	4,000 00
Insurance		Other assets	22,961 00
Legal expenses			
and damages ..	140 00	Total assets	\$90,534 00
Other expenses ..		Debentures or bonds current..	\$74,200 00
Wages	1,450 00	Bank overdraft	399 77
	\$2,690 00	Other liabilities	612 78
Supplies—Power ...	\$877 31	Total liabilities	\$75,212 55
Pumping station			
supplies	382 47		
Filtration supplies			
Other items, evi-			
dently	381 18		
	1,640 96		

WATER WORKS, MUNICIPALITY OF BURK'S FALLS.

(December 31st, 1915.)

Plant installed, 1904.		Less operating expenses (in-	
Gravity or pumping system. Gravity.		terest on bonds not included)	218 68
Number of gallons pumped per year.			
No record.		Surplus for year	\$1,407 45
Average daily consumption. No record.		Capital expenditure	\$42,000 00
Cost of production for 1,000 gallons. Un-		Debentures or bonds current	Not given
known.		Bank overdraft	
Population of municipality, 1,009.		Municipal overdraft	
Gross Earnings:		Total liabilities	
From sale of water			
By meter			
By contract	\$1,636 13		
From sale of meters			
From permits tapping mains			
From other sources			
Total income	\$1,636 13		

WATER WORKS, MUNICIPALITY OF CARLETON PLACE.

(December 31st, 1915.)

Report of Secretary of Municipality to	1915 is \$199,613.70. Of this amount
Secretary of Ont. Ry. & Mun. Board:	\$10,023.00 was paid for engineering."
"As there is no Engineer engaged by	"The receipts for water for 1915 were
the Commission at the present time, we	\$1,325.26; amount paid for salaries, fuel,
find it impossible to fill out such a report	etc., was \$797.04; received from private
as you have sent us."	water and sewer connections, \$706.48; re-
"The total expenditure to the end of	ceived from sale of tile, \$12.06.
25 R. M.	"Total receipts for 1915, \$2,043.80."

WATER WORKS, MUNICIPALITY OF CHATHAM,

(December 31st, 1915.)

Plant installed, 1892.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
323,000,000.
Total daily capacity of pumps, 5,000,000
gallons.
Average daily consumption, 884,931 gals.
Cost of production for 1,000 gals., .05.35.
Population of municipality, 12,700.

Gross Earnings:
From sale of water
By meter \$23,429 82
By contract
From meters 1,891 51
From permits tapping mains
From other sources 9,986 13

Total income \$35,307 46
*Less operating expenses 17,307 64

Surplus for year \$17,999 82

Operating Expenses:
Salaries of officers,
superintendents,
clerks, etc. \$1,900 00
Office supplies and
expenses 169 19
Insurance 723 16
Legal expenses
and damages ..
Other expenses .. 222 06
Wages 4,263 16

\$7,277 57

Supplies—Fuel . . . \$3,093 52
Pumping station
supplies 657 71
Filtration supplies 1,353 47
Other supplies ..

5,104 70

For repairs and re-
newals \$1,334 77
*Interest on bonds
or loans 3,590 59

4,925 36

Total cost of production. \$17,307 63

Capital Expenditure.

To 31st December, 1914 \$241,438 63
Cost of mains, 1915 3,134 32
Cost of service pipes, 1915.... 1,466 34
Cost of hydrants
Cost of real estate and build-
ings
Other assets 17,017 03

Total assets \$263,056 32

Debentures or bonds current \$83,211 34
Other liabilities 344 62
Municipal overdraft 29,604 78

Total liabilities \$113,160 74

*Only include part of interest payment
and no sum for annual partial redemp-
tion of debt.

WATER WORKS, MUNICIPALITY OF CHAPLEAU.

(December 31st, 1915.)

Plant installed, 1910.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
84,616,900.
Total daily capacity of pumps, 2,304,000
gallons.
Average daily consumption, 231,827 gals.
Cost of production for 1,000 gals., .09.64.
Population of municipality, 2,400.

Gross earnings:
From sale of water:
Domestic \$2,597 76
By contract (C. P. Ry.)... 3,517 04
From sale of meters....
From permits tapping mains
From other sources

Total income \$6,114 80
*Less operating expenses 8,160 63

Deficiency for year \$2,045 83

Operating Expenses:
Salaries of officers,
superintendents,
clerks, etc.
Office supplies and
expenses
Insurance
Legal expenses
and damages ..
Other expenses .. \$500 00
Wages 1,900 00

\$2,400 00

Supplies—Fuel . . . \$2,100 00
Pumping station
supplies 500 00
Filtration supplies
Other supplies ...

2,600 00

For repairs and re-
newals \$550 00

WATER WORKS, MUNICIPALITY OF CHAPLEAU.—Continued.

*Interest on bonds or loans	2,610 63	
		3,160 63
<hr/>		
Total cost of production.	\$8,160 63	

Capital Expenditure.

Reservoirs		
Cost of mains	} \$51,400 00	
Cost of service pipes.....		
Cost of hydrants		1,700 00

*Do not include annual partial redemption of debenture debt.

Cost of real estate and build- ings	
Other assets	1,000 00
<hr/>	
Total assets	\$54,100 00

Debentures or bonds current.	\$47,078 46
Bank overdraft	
Other liabilities	1,000 00
<hr/>	
Total liabilities	\$48,708 46

WATER WORKS, MUNICIPALITY OF CHESLEY.

(December 31st, 1915.)

Plant installed, 1908.	
Gravity or pumping system.	Pumping.
Number of gallons pumped per year, 58,035,000.	
Total daily capacity of pumps.	Not given.
Average daily consumption,	159,000 gals.
Cost of production for 1,000 gals.,	.0778.
Population of municipality,	1,933.

Gross Earnings:		
From sale of water	\$3,414 87	
By meter		
By contract		
From sale of meters		
From permits tapping mains		
From other sources	267 94	
<hr/>		
Total income	\$3,682 81	
*Less operating expenses	4,538 02	
<hr/>		
Deficiency for year	\$855 21	

Operating Expenses:		
Salaries of officers, superintendents, clerks, etc.	\$800 00	
Office supplies and expenses	20 00	
Insurance		
Legal expenses and damages ..		
Other expenses ..	1 80	
Wages	51 35	
<hr/>		
	\$873 15	

Supplies—Fuel	\$842 78	
Pumping station supplies	39 47	
Filtration supplies		
Other supplies ..	299 62	
<hr/>		1,181 87
For repairs and re- newals	\$125 00	
*Interest on bonds or loans	2,358 00	
<hr/>		2,483 00
<hr/>		
Total cost of production..	\$4,538 02	

Capital Expenditure.

Reservoirs	\$1,200 00
Cost of mains	22,000 00
Cost of service pipes	3,600 00
Cost of tank	3,510 00
Cost of hydrants	1,600 00
Cost of real estate and build- ings	1,500 00
Other assets	12,600 00
<hr/>	
Total assets	\$46,010 00

Debentures or bonds current.	\$39,976 46
<hr/>	
*Do not include annual partial redemption of debt.	

WATER WORKS, MUNICIPALITY OF COBALT.

(December 31st, 1915.)

Plant installed, 1910.	
Gravity or pumping system.	Pumping.
Number of gallons pumped per year, 396,487,000.	
Total daily capacity of pumps,	4,320,000 gallons.
Average daily consumption,	1,086,266 gals.

Cost of production for 1,000 gals.,	.0422.
Population of municipality,	4,974.
<hr/>	
Gross Earnings:	
From sale of water	
By meter	\$3,321 52
By contract	14,728 30

WATER WORKS, MUNICIPALITY OF COBALT.—Continued.

From sale of meters		For repairs and re-	
From permits tapping mains		newals	\$2,240 31
From other sources	111 03	Interest on bonds or	
		loans	4,140 00
			6,380 31
Total income	\$18,160 85	Total cost of production.	\$16,762 33
Less operating expenses	16,762 33		
		Capital Expenditure.	
Surplus for year	\$1,398 52	Reservoirs	\$3,500 00
Operating Expenses:		Cost of mains	58,000 00
Salaries of offi-		Other investment	20,092 23
cers, superin-		Cost of hydrants	2,280 00
tendents,		Cost of real estate and build-	
clerks, etc....	\$1,327 98	ings	1,579 61
Office supplies,		Other assets — cash surplus	
expenses and		from profits	4,407 98
administration			
Insurance	5 00	Total assets	\$89,859 82
Legal expenses		Debentures or bonds current..	\$81,500 00
and damages ..		Less sinking fund	73,703 54
Other expenses ..	154 13		\$7,796 46
Wages		Other liabilities	938 49
	\$1,487 11	Total liabilities	\$8,734 95
Supplies—Power ...	\$7,232 71		
Pumping station			
supplies and			
maintenance ...	1,662 20		
Filtration supplies			
Other supplies ...			
	8,894 91		

WATER WORKS, MUNICIPALITY OF COCHRANE.

(December 31st, 1915.)

Plant installed, 1911.		Office supplies and	
Gravity or pumping system. Pumping.		expenses	
Number of gallons pumped per year,		Insurance	
60,000,000.		Legal expenses	
Total daily capacity of pumps. Not given.		and damages ..	
Average daily consumption, 164,383.		Other expenses	
Cost of production for 1,000 gals., .11.71.		(pumping con-	
Population of municipality, 2,500.		tract)	2,400 00
Gross Earnings:		Wages	
From sale of water	\$3,569 59		\$3,350 00
By meter		Supplies—Fuel . . .	
By contract		Pumping station	
From sale of meters		supplies	
From 40 hydrants at \$47.00		Filtration supplies	
each	1,880 00	Other supplies ..	
From other sources—front-			
age tax	1,857 42		
		For repairs and re-	
Total income	\$7,307 01	newals	\$500 00
Less operating expenses	7,030 00	Interest on bonds or	
		loans	3,180 00
Surplus for year	\$277 01		3,680 00
Operating Expenses:		Total cost of production..	\$7,030 00
Salaries of officers,			
superintendents,			
clerks, etc.	\$950 00		

WATER WORKS, MUNICIPALITY OF COCHRANE.—Continued.

Capital Expenditure.

Tank	\$6,075 00
Cost of mains	41,225 00
Cost of wells	2,500 00
Cost of hydrants	2,000 00
Cost of real estate and build- ings	1,200 00
Other assets	

Total assets\$53,000 00

Debentures or bonds current.	\$46,023 13
Bank overdraft	
Municipal overdraft	

Total liabilities

WATER WORKS, MUNICIPALITY OF COLLINGWOOD.

(December 31st, 1915.)

Plant installed, 1889.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year, 286,872,300.	
Total daily capacity of pumps, 1,250,000 gallons.	
Average daily consumption, 785,951 gals.	
Cost of production for 1,000 gals., .0545.	
Population of municipality, 6,700.	

Gross Earnings:

From sale of water	\$14,316 94
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources	500 00
Total income	\$14,816 94
Less operating expenses	15,642 04
Deficiency for year	\$825 10

Operating Expenses:

Salaries of officers, superintendents, clerks, etc.	\$839 75
Office supplies and expenses	228 56
Insurance	
Legal expenses and damages ..	
Other expenses ..	
Wages	3,277 35
	\$4,345 66

Supplies—Fuel . . .	\$3,862 64
Pumping station supplies	30 97
Filtration supplies	
Other supplies . .	370 67
	4,264 28
For repairs and re- newals	
Interest on bonds or loans	\$7,032 10
	7,032 10

Total cost of production.. \$15,642 04

Capital Expenditure.

Boilers and pumps	\$10,275 18
Cost of mains and hydrants..	53,970 11
Cost of service pipes, etc....	10,536 55
Cost of hydrants	
Cost of real estate and build- ings	1,891 76
Amount of sinking fund	16,730 49
Other assets	4,620 06

Total assets\$98,024 15

Debentures or bonds current.	\$39,897 75
Less sinking fund	16,730 49

Total liabilities\$23,167 26

WATER WORKS, MUNICIPALITY OF CORNWALL.

(December 31st, 1915.)

Plant installed, 1887.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year, 525,000,000.	
Total daily capacity of pumps, 4,000,000 gals.	
Average daily consumption, 1,438,356 gals.	
*Cost of production for 1,000 gals., .0184.	
Population of municipality, 6,500.	

Gross Earnings:

From sale of water	
By meter	

By contract	
From sale of meters	
From permits tapping mains	
From other sources	

Total income	\$17,668 93
*Less operating expenses	9,662 96

Surplus for year\$8,005 97

*Does not include cost due to annual
partial redemption of debenture debt.

WATER WORKS, MUNICIPALITY OF CORNWALL.—Continued.

Operating Expenses:		For repairs and re-	
Salaries of officers,		newals	\$817 66
superintendents,		*Interest on bonds	
clerks, etc.	\$1,000 00	or loans	4,719 20
Office supplies and			5,536 86
expenses	50 00		
Insurance	80 00	Total cost of production..	\$9,662 96
Legal expenses			
and damages ..		Total assets	\$165,099 00
Other expenses ..	499 43	Debentures or bonds current..	\$106,141 54
Wages	1,700 00		
		*Do not include annual partial redemp-	
		tion of debenture debt.	
	\$3,329 43		
Supplies—Fuel	\$547 25		
Pumping station			
supplies			
Filtration sup-	\$249 42		
plies			
Other supplies..			
	796 67		

WATER WORKS, MUNICIPALITY OF CREEMORE.

(December 31st, 1915.)

Plant installed, 1905.		Interest and princi-	
Gravity or pumping system. Gravity.		pal on bonds or	
Number of gallons used per year. Un-		loans, say deben-	
known.		ture redemption..	\$1,308 37.
Average daily consumption. Unknown.			1,308 37
Cost of production for 1,000 gallons. Un-		Total cost of production..	\$1,388 37
known.			
Population of municipality, 600.		Capital Expenditure.	
Gross Earnings:		Reservoirs	
From sale of water		Cost of mains	
By meter	\$900 00	Cost of service pipes	
By contract		Cost of hydrants	
From sale of meters		Cost of real estate and build-	
From permits tapping mains		ings	
From other sources		Other assets	
Total income	\$900 00	Total assets	\$23,360 00
Less operating expenses	1,388 37	Debentures or bonds current..	\$23,875 62
		Bank overdraft	
Deficiency for year	\$488 37	Municipal overdraft	
Operating expenses.	\$80 00		
	\$80 00	Total liabilities	
For repairs and re-			
newals			

WATER WORKS, MUNICIPALITY OF DESERONTO.

(December 31st, 1915.)

Plant installed, 1906.		Gross Earnings:	
Gravity or pumping systm. Pumping.		From sale of water	
Number of gallons pumped per year.		By meter	
Unknown.		By contract	\$5,296 28
Total daily capacity of pumps, 3,000,000		From sale of meters	
gallons.		From permits tapping mains	
		From other sources	
Average daily consumption. Unknown.			
Cost of production for 1,000 gallons. Un-		Total income	\$5,296 28
known.		*Less operating expenses	4,150 40
Population of municipality, 2,207.			
		Surplus for year	\$1,146 88

WATER WORKS, MUNICIPALITY OF DESERONTO.—Continued.

Operating Expenses:			Capital Expenditure.
Salaries of officers, superintendents, clerks, etc.			Reservoirs
Office supplies and expenses			Cost of mains
Insurance	\$73 50		Cost of service pipes
Legal expenses and damages ..			Cost of hydrants
Other expenses ..	1,949 92		Cost of real estate and build-ings
Wages	925 95		Other assets
		\$2,949 37	Total assets
Supplies—Fuel . . .	\$360 31		Debentures or bonds current.
Pumping station supplies	122 19		Other liabilities
Filtration supplies			Total liabilities
Other supplies ...		482 50	
For repairs and re- newals	\$8 93		
*Interest on bonds or loans	709 60	718 53	
Total cost of production.	\$4,150 40		
*Do not include annual partial redemp- tion of debenture debt.			

WATER WORKS, MUNICIPALITY OF DRESDEN.

(December 31st, 1915.)

Plant installed, 1911.			Office supplies and expenses
Gravity or pumping system. Pumping.			Insurance
Number of gallons pumped per year.			Legal expenses and damages ..
Unknown.			Other expenses ..
Total daily capacity of pumps, 2,000,000 gallons.			Wages
Average daily consumption. Unknown.			
Cost of production for 1,000 gallons. Un- known.			Supplies—Fuel . . .
Population of municipality, 1,448.			Pumping station supplies
Gross Earnings:			Filtration supplies
From sale of water			Other supplies ...
By meter			
By contract ...			For repairs and re- newals
From sale of meters			*Interest on bonds or loans
From permits tapping mains			
From other sources			
Total income	\$225 17		Total cost of production..
*Less operating expenses	1,466 05		
Deficiency for year	\$1,240 88		
Operating Expenses:			Capital Expenditure.
Salaries of officers, superintendents, clerks, etc.			Total assets
			Debentures or bonds current..
			*Do not include annual partial redemp- tion of debenture debt.

WATER WORKS, MUNICIPALITY OF DUNDAS.

(December 31st, 1915.)

Plant installed, 1884.
Gravity or pumping system. Gravity.
*Number of gallons used per year, 27,-
101,462.
*Average daily consumption, 74,250.
*Cost of production for 1,000 gals., .26.39.
Population of municipality, 4,652.

Gross Earnings:

From sale of water
By meter \$3,659 11
By contract 2,096 21
From rent of meters 266 91
From permits tapping mains
From other sources—hy-
drants 2,512 50

Total income \$8,534 73
Less operating expenses 7,152 69

Surplus for year \$1,382 04

Operating Expenses:

Salaries of officers,
superintendents,
clerks, etc. \$1,109 70
Office supplies and
expenses 280 24
Insurance 68 50
Legal expenses
and damages ..
Other expenses .. 1,073 42
Wages 137 25

\$2,669 11

*These figures evidently unreliable, as report states that 50½ gallons are used per day on the average by each inhabitant, whereas the above figures only provide for about 16 gallons per day.

Supplies—Fuel \$15 80
Pumping station
supplies
Filtration supplies 176 79
Other supplies ... 23 03

215 62

For repairs and re-
newals \$478 67
Interest on bonds
and sinking fund 3,789 29

4,267 96

Total cost of production.. \$7,152 69

Capital Expenditure.

Source of supply, storage
plant and filtration beds... \$9,819 41
Cost of mains and conduits... 70,386 13
Cost of services 7,424 14
Cost of hydrants and meters. 8,103 36
Cost of real estate and build-
ings 8,885 77
Other assets 998 41

Total assets\$105,617 22

Debentures or bonds current.. \$35,201 64
Bank overdraft
Municipal overdraft 19,605 77

Total liabilities \$54,807 41
Less sinking fund 2,475 40

\$52,332 01

WATER WORKS, MUNICIPALITY OF ESSEX.

(December 31st, 1915.)

Plant installed, 1891.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
26,280,000.
Total daily capacity of pumps, 273,600
gallons.
Average daily consumption, 72,000 gals.
Cost of production for 1,000 gals., .20.53.
Population of municipality, 1,400.

Gross Earnings:

From sale of water \$3,121 39
By meter
By contract
From sale of meters
From permits tapping mains
From other sources 31 98

Total income \$3,153 37
Less operating expenses 5,397 02

Deficiency for year \$2,243 65

Operating Expenses:

Salaries of officers,
superintendents,
clerks, etc. \$725 00
Office supplies and
expenses
Insurance
Legal expenses
and damages ..
Other expenses .. 194 09
Wages 176 19

\$1,095 28

Supplies—Fuel
(gas) \$508 64
Pumping station
supplies 47 16
Filtration supplies
Other supplies and
electric power.. 493 93

\$1,049 73

WATER WORKS, MUNICIPALITY OF ESSEX.—Continued.

For repairs and re-		Debentures or bonds current.	\$20,509 02
newals	\$273 77	Bank overdraft	
Interest on bonds or		Municipal overdraft	
loans (includes re-			
demption)	2,978 24		
		Total liabilities	
	3,252 01		
Total cost of production..	\$5,397 02		

Capital Expenditure.

Reservoirs	\$44,100 00
Cost of mains	
Cost of service pipes	
Cost of hydrants	
Cost of real estate and build-	
ings	
Other assets	
Total assets	\$44,100 00

WATER WORKS, MUNICIPALITY OF EXETER.

(December 31st, 1915.)

Plant installed, 1910.		Supplies—Fuel	\$182 33
Gravity or pumping system.	Pumping.	Pumping station	
Number of gallons pumped per year,		supplies	
29,200,000.		Filtration supplies	
Total daily capacity of pumps, 547,200		Other supplies	552 06
gallons.			734 39
Average daily consumption, 80,000 gals.		For repairs and re-	
†Cost of production for 1,000 gals., .0851.		newals	\$110 77
Population of municipality, 1,608.		*Interest on bonds	
		or loans	1,150 64
			1,261 41
Gross Earnings:		Total cost of production..	\$2,484 75
From sale of water			
By meter			
By contract	\$1,084 72		
From sale of meters			
From permits tapping mains			
From other sources	531 40		
Total income	\$1,616 12		
*Less operating expenses	2,484 75		
Deficiency for year	\$868 63		
Operating Expenses:			
Salaries of officers,			
superintendents,			
clerks, etc.			
Office supplies and			
expenses			
Insurance	\$40 00		
Legal expenses			
and damages			
Other expenses	431 02		
Wages	17 93		
	\$488 95		

Capital Expenditure.

Reservoirs	
Cost of mains	\$14,777 72
Cost of service pipes	1,450 00
Cost of hydrants	1,200 00
Cost of real estate and build-	
ings	4,277 59
Other assets	7,694 69
Total assets	\$29,400 00

Debentures or bonds current. \$21,999 09

*Do not include annual partial redemp-
tion of debenture debt.

†Does not include cost due to annual
partial redemption of debenture debt.

WATER WORKS, MUNICIPALITY OF FERGUS.

(December 31st, 1915.)

Plant installed, 1912.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
18,610,000.
Total daily capacity of pumps, 432,000
gallons.
Average daily consumption, 50,986 gals.
Cost of production for 1,000 gallons. No
statement of accounts given in re-
port.
Population of municipality, 1,700.

Gross Earnings:
From sale of water
By meter
By contract
From sale of meters
From permits tapping
mains
From other sources
Total income
Less operating expenses.....
Surplus or deficiency for
year

Not given

Operating Expenses:
Salaries of officers, super-
intendents, clerks, etc...
Office supplies and ex-
penses
Insurance
Legal expenses and dam-
ages
Other expenses
Wages
Supplies—Fuel
Pumping station supplies..
Filtration supplies.....
Other supplies
For repairs and renewals....
Interest on bonds or loans...
Total cost of production..

Not given

Capital Expenditure.

Not given.

Debentures or bonds current:

Not given.

WATER WORKS, MUNICIPALITY OF FORT FRANCES.

(December 31st, 1915.)

Plant installed, 1907.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
90,000,000.
Total daily capacity of pumps, 1,440,000
gallons.
Average daily consumption, 246,575 gals.
†Cost of production for 1,000 gals., .08.70.
Population of municipality, 3,000.

Gross Earnings:
From sale of water \$7,895 89
By meter
By contract
From sale of meters
From permits tapping mains
From other sources 86 27

Total income \$7,982 16
*Less operating expenses 7,833 45

Surplus for year \$148 71

†Does not include cost due to annual
partial redemption of debenture debt.

Operating Expenses:
Salaries of officers,
superintendents,
clerks, etc. \$1,256 84
Office supplies and
expenses 16 10
Refunds 19 82
Legal expenses
and damages ..
Other expenses .. 92 60
Wages 705 65

Supplies—Fuel \$67 30
Pumping station
supplies 315 36
Filtration supplies 48 00
Other supplies ... 515 07

For repairs and re-
newals \$1,843 38
*Interest on bonds
or loans 2,953 33

Total cost of production.. \$7,833 45

\$2,091 01

\$945 73

\$4,796 71

*Do not include annual partial re-
demption of debenture debt.

WATER WORKS, MUNICIPALITY OF FORT FRANCES.—Continued.

Capital Expenditure.

Reservoirs	\$8,576 13
Cost of mains	68,821 47
Cost of service pipes	11,923 13
Cost of hydrants	5,773 99
Cost of real estate and build- ings	8,524 21
Other assets	9,146 77
<hr/>	
Total assets	\$112,765 70

*Debentures or bonds current. \$75,229 17

*Includes \$15,654.41 unsold. Notes for 1915 construction to be met by proceeds from unsold debentures—\$10,875.82.

WATER WORKS, MUNICIPALITY OF FORT WILLIAM.

(December 31st, 1915.)

Plant installed, 1898.	
Gravity or pumping system. Gravity.	
Number of gallons used per year. Ap- proximately, 800,000,000 gallons.	
Average daily consumption. Approxi- mately, 2,194,520 gallons.	
Cost of production for 1,000 gallons. Ap- proximately, .12.68.	
Population of municipality, 18,000.	
Gross Earnings:	
From sale of water	\$102,295 66
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources, and 4 cents per foot frontage tax	15,520 65
<hr/>	
Total income	\$117,816 31
Less operating expenses	115,158 75
<hr/>	
Surplus for year	\$2,657 56
Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$4,388 07
Office supplies and expenses	432 40
Insurance	
Legal expenses and damages	42 27
Other expenses	
Wages	778 87
<hr/>	
	\$5,641 61

Supplies—Fuel	
Main station sup- plies (weir gauge)	\$266 30
Filtration supplies	
Other supplies— meters	314 13
<hr/>	
	580 43
For repairs and re- newals (includes maintenance) \$14,892 18	
Interest on bonds, or loans, dis- counts, rebates and stock oper- ating	
	94,044 53
<hr/>	
	108,936 71
<hr/>	
Total cost of production.\$115,158 75	

Capital Expenditure.

Reservoirs	}	\$1,319,682 12
Cost of mains.....		
Cost of service pipes.....		
Cost of hydrants.....		
Cost of real estate and buildings		
Other assets — unexpended balance		111,523 47
<hr/>		
Total assets		\$1,431,205 59
<hr/>		
Debentures or bonds cur- rent		\$1,431,205 59
Less sinking fund		180,486 00
<hr/>		
Net liabilities		\$1,250,719 59

WATER WORKS, MUNICIPALITY OF GALT.

(December 31st, 1915.)

Plant installed, 1891.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year, 477,997,990.	

Total daily capacity of pumps, 2,250,000 gallons.	
Average daily consumption, 1,309,583 gals.	
Cost of production for 1,000 gals., .09.74.	
Population of municipality, 12,000.	

WATER WORKS, MUNICIPALITY OF GALT.—*Continued.*

Gross Earnings:	
From sale of water	\$23,613 56
By meter	
By contract	
From sale of meters	
From permits tapping mains	518 39
From other sources — fire protection	10,000 00
Total income	\$34,131 95
Less operating expenses	46,573 41
Deficiency for year	\$12,441 46

Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$4,245 04
Office supplies and expenses	644 00
Insurance	172 00
Legal expenses and damages ..	
Other expenses—refunds	125 13
Wages	2,089 88
	<u>\$7,276 05</u>

Supplies—Fuel:	
Coal	\$752 81
Hydro	2,636 20

Pumping station supplies	427 57
Filtration supplies	
Other supplies ...	<u>3,816 58</u>
For repairs and renewals	
Sinking fund payment	\$20,940 78
Interest on bonds or loans	14,540 00
	<u>35,480 78</u>
Total cost of production..	\$46,573 41

Capital Expenditure.

Reservoirs	\$10,000 00
Cost of mains	} 323,323 61
Cost of service pipes	
Cost of hydrants	22,884 72
Cost of real estate and buildings	15,354 00
Other assets	20,119 74
Total assets	\$391,682 07
Debentures or bonds current	\$370,816 41
Less sinking fund	141,270 69
Net liabilities	<u>\$229,545 72</u>

WATER WORKS, MUNICIPALITY OF GODERICH.

(December 31st, 1915.)

Plant installed, 1888.
 Gravity or pumping system. Pumping.
 Number of gallons pumped per year,
 140,000,000.
 Total daily capacity of pumps, 4,000,000
 gallons.
 Average daily consumption, 383,561 gals.
 Cost of production for 1,000 gals., .09.29.
 Population of municipality, 4,676.

Gross Earnings:	
From sale of water	
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources	
Total income	\$14,262 61
Less operating expenses	13,019 06
Surplus for year	<u>\$1,253 55</u>

Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$1,031 81

Office supplies and expenses	184 40
Insurance	50 00
Legal expenses and damages ...	
Other expenses ..	18 98
Wages	1,622 89
	<u>\$2,908 08</u>
Supplies—Fuel:	
Coal	\$148 00
Electric power.	4,602 54
Pumping station supplies	466 15
Filtration supplies	
Other supplies ...	<u>5,216 69</u>
For repairs and renewals	\$942 33
Interest on bonds or loans and payment to sinking fund	3,726 91
	<u>4,894 29</u>
Total cost of production.	\$13,019 06

WATER WORKS, MUNICIPALITY OF GODERICH.—Continued.

Capital Expenditure.

Capital expenditure stated as \$146,438.50.
Debentures or bonds current
Bank overdraft
Municipal overdraft
Total liabilities

One portion of report states that total liabilities are \$143,277.84. Another portion of report states that the total bonded debt at date is \$89,613.92 (less sinking fund of \$48,721.73), or \$40,892.19. This is confusing.

WATER WORKS, MUNICIPALITY OF GRAVENHURST.
(December 31st, 1915.)

Plant installed, 1909.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. Approximately, 30,000,000.
Total daily capacity of pumps, 936,000 gallons.
Average daily consumption. Approximately, 81,918 gallons.
Cost of production for 1,000 gallons. Approximately, .09.02.
Population of municipality. Approximately, 2,000.
Gross Earnings:
From sale of water
By meter
By contract \$3,224 51
From sale of meters
From permits tapping mains
From other sources—store sales 335 80
Total income \$3,760 31
Less operating expenses 2,707 47
Surplus for year \$1,052 84
Operating Expenses:
Salaries of officers, superintendents, clerks, etc. } \$245 12
Office supplies and expenses
Insurance
Legal expenses and damages ..
Other expenses ..
Wages * 66 84
\$311 96

Supplies — Electric power	\$400 00
Pumping station supplies	
Filtration supplies	
Other supplies ...	400 00
For repairs and renewals and maintenance (including fuel)	\$385 51
Interest on bonds or loans and payments to sinking fund	1,610 00
	1,995 51
Total cost of production.	\$2,707 47

Capital Expenditure.

Reservoirs and tanks	\$5,000 00
Cost of mains	17,277 61
Cost of conduits	1,948 38
Cost of hydrants and meters..	1,435 00
Cost of buildings	1,250 00
Cost of pumping equipment..	3,500 00
Other assets	754 00
Total assets	\$31,664 99
Debentures or bonds current..	\$32,000 00
Less sinking fund	3,738 18
Total liabilities	\$28,261 82

WATER WORKS, MUNICIPALITY OF GRIMSBY.
(December 31st, 1915.)

Plant installed, 1905.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. Approximately, 73,000,000.
Total daily capacity of pumps, 920,000 gallons.
Average daily consumption. Approximately, 200,000.

*Cost of production for 1,000 gallons. Approximately, .14.45.
Population of municipality, 1,836.
*Does not include cost due to partial redemption of debenture debt.

WATER WORKS, MUNICIPALITY OF GRIMSBY.—Continued.

Gross Earnings:	
From sale of water	
By meter.....	\$4,327 93
By contract.....	
From sale of meters	
From permits tapping mains	
From other sources — fire	
protection	1,840 00
<hr/>	
Total income	\$6,167 93
*Less operating expenses	10,551 26
<hr/>	
Deficiency for year	\$4,383 33

Operating Expenses:	
Salaries of officers,	
superintendents,	
clerks, etc.	\$525 00
Office supplies and	
expenses	166 29
Insurance	12 20
Legal expenses	
and damages ..	
Other expenses ..	
Wages	2,034 44
<hr/>	
	\$2,737 93

Supplies—Fuel:	
Coal	\$15 39
Electric power.	943 25
Pumping station	
supplies	97 91
Filtration supplies	86 25
Other supplies ...	
<hr/>	
	1,142 80

WATER WORKS, MUNICIPALITY OF GUELPH.

(December 31st, 1915.)

Plant installed, 1879.	
Gravity or pumping system.	Combina-
	tion.
Number of gallons pumped per year,	
681,982,100.	
Total daily capacity of pumps, 6,500,000	
gallons.	
Average daily consumption, 1,868,444 gals.	
†Cost of production for 1,000 gallons.	
Population of municipality, 16,710.	

Gross Earnings:	
From sale of water	
By meter	\$7,045 60
By contract	31,356 45
From bank interest	399 12
From permits tapping mains	167 12
From other sources	17 24
<hr/>	
Total income	\$38,985 58
Less operating expenses	20,784 71
<hr/>	
*Gross surplus for year..	\$18,200 87

†As no figures are provided in report as to bonded debt, interest payment on same and the sinking fund, the cost of production cannot be given.

For repairs, renew-	
als, services and	
main extensions..	\$3,694 94
*Interest on bonds	
and loans	2,975 59
<hr/>	
	6,670 53
<hr/>	
Total cost of production...	\$10,551 26

Capital Expenditure.

Reservoirs	\$75,714 13
Cost of mains	
Cost of service pipes	
Cost of hydrants	
Cost of real estate and build-	
ings	
Other assets—unpaid rates...	411 09
<hr/>	
Total assets	\$76,125 22

Debentures or bonds current..	\$54,119 90
Bank overdraft	142 10
Other liabilities	801 24
<hr/>	
Total liabilities	\$55,063 24

*Do not include partial redemption of debenture debt.

Operating Expenses:	
Salaries of officers,	
superintendents,	
clerks, etc.	\$1,270 12
Office supplies and	
expenses	332 42
Insurance	178 18
Legal expenses	
and damages ..	110 00
Other expenses ..	1,641 60
Wages	2,869 31
<hr/>	
	\$6,401 63

Supplies—Fuel	\$6,371 11
Pumping station	
supplies	270 12
Filtration supplies	
Other supplies ..	
<hr/>	
	6,641 83

For repairs and re-	
newals	\$7,741 25
*Interest on bonds	
or loans	
<hr/>	
	7,741 25

Total cost of production.. \$20,784 71

*Vide note to cost of production per 1,000 gallons.

WATER WORKS, MUNICIPALITY OF GUELPH.—*Continued.**Capital Expenditure.*

Storage, standpipe and collecting galleries	\$57,927 17
Cost of mains and conduits...	185,086 92
Cost of services	61,003 56
Cost of pumping equipment...	34,619 29
Cost of hydrants and valves..	31,850 00

Cost of real estate and buildings	31,533 69
Other assets	13,696 53

Total assets .. . \$415,717 16

Debentures or bonds current.	} Not given
Bank overdraft	
Municipal overdraft	
Total liabilities	

WATER WORKS, MUNICIPALITY OF HAILEYBURY.

(December 31st, 1915.)

Plant installed, 1909.	
Gravity or pumping system. Combination.	
Number of gallons pumped per year. Approximately, 90,000,000.	
Total daily capacity of pumps, 936,000 gallons.	
Average daily consumption, 235,890 gals.	
†Cost of production for 1,000 gallons. Approximately, .13.13.	
Population of municipality, 3,600.	

Legal expenses and damages...	
Other expenses ..	210 80 "
Wages	864 54
	<u>\$1,734 74</u>

Supplies—Fuel . . .	\$106 74
Electrical power..	2,559 44
Pumping station supplies .. .	24 75
Filtration supplies	1,089 10
Other supplies ..	
	<u>\$3,780 03</u>

Gross Earnings:	
From sale of water	
By meter	
By contract	\$7,927 43
From sale of meters	
From permits tapping mains	
From other sources—fire protection, etc.	4,000 00

For repairs and renewals	\$168 70
*Interest on bonds or loans	6,133 08
	<u>6,301 78</u>

Total cost of production .. \$11,816 55

Capital Expenditure.

Total income	\$11,927 43
Less operating expenses	11,816 55
	<u>\$110 88</u>

Reservoirs.....	} \$153,609 33
Cost of mains.....	
Cost of service pipes.....	
Cost of hydrants.....	
Cost of real estate and buildings.....	
Other assets.....	

Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$485 00
Office supplies and expenses	91 40
Insurance	83 00

Total assets

Debentures or bonds current \$119,255 94

†Does not include cost due to annual partial redemption of bonded debt.

*Do not include annual partial redemption of debenture debt.

WATER WORKS, MUNICIPALITY OF HAMILTON.

(December 31st, 1915.)

Plant installed, 1857.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year, 3,779,251,231.	
Total daily capacity of pumps, 39,000,000 gallons.	
Average daily consumption, 10,351,373 gallons.	
Cost of production for 1,000 gals., .06.25.	
Population of municipality, 104,491.	

Gross Earnings:	
From sale of water	
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources	

Total income \$332,425 75
Less operating expenses .. . 236,446 10

Surplus for year \$95,979 65

WATER WORKS, MUNICIPALITY OF HAMILTON.—Continued.

Operating Expenses:		For repairs and re-	
Salaries of officers,		newals	\$19,580 47
superintendents,		Interest on bonds	
clerks, etc.	\$10,133 69	or loans and sink-	
Office supplies and		ing fund payment	160,738 40
expenses	79 30		180,318 87
Insurance	404 72		
Legal expenses		Total cost of production..	\$236,446 10
and damages ..			
Other expenses ..	5,356 27	Capital Expenditure.	
Wages	17,221 80	Total assets	\$3,995,751 78
	\$33,195 78	Gross liabilities	\$2,685,913 15
Supplies—Fuel and		Less sinking fund	407,559 26
power	\$21,385 70	Net liabilities	\$2,278,353 89
Pumping station			
supplies	1,392 97		
Filtration supplies	3 80		
Other supplies ..	148 98		
	22,931 45		

WATER WORKS, MUNICIPALITY OF HANOVER.

(December 31st, 1915.)

Plant installed, 1901.		Other expenses—	
Gravity or pumping system. Pumping.		rent and light..	380 00
Number of gallons pumped per year.		Wages	145 31
Unknown.			\$1,087 18
Total daily capacity of pumps. Not given.		Supplies—Fuel	\$30 08
Average daily consumption. Unknown.		Pumping station	
Cost of production for 1,000 gallons. Un-		supplies	169 46
known.		Filtration supplies	
Population of municipality, 3,214.		Other supplies ...	\$199 54
Gross Earnings:			
From sale of water		For repairs and re-	
By meter		newals	\$676 89
By contract	\$417 00	Interest on bonds or	
From sale of meters		loans	2,176 89
From permits tapping mains	1,775 45		2,853 78
From other sources	1,960 00		
		Total cost of production..	\$4,140 50
Total income	\$4,152 45	Capital Expenditure.	
Less operating expenses	4,140 50	Reservoirs	
		Cost of service pipes since 1909	\$1,717 78
Surplus for year	\$19 95	Cost of mains	53,883 77
Operating Expenses:		Cost of hydrants	
Salaries of officers,		Cost of real estate and build-	
superintendents,		ings	
clerks, etc.	\$547 50	Other assets	1,850 00
Office supplies and			
expenses	14 37	Total assets	\$57,451 55
Insurance		Debentures or bonds current.	\$33,500 54
Legal expenses			
and damages ...			

WATER WORKS, MUNICIPALITY OF HAWKESBURY.

(December 31st, 1915.)

Plant installed, 1904.		Average daily consumption. Unknown.
Gravity or pumping system. Pumping.		Cost of production for 1,000 gallons. Un-
Number of gallons pumped per year.		known.
Unknown.		Population of municipality, 4,643.
Total daily capacity of pumps. Un-		
known.		

WATER WORKS, MUNICIPALITY OF HAWKESBURY.—Continued.

Gross Earnings:		For repairs and re-	
From sale of water	\$7,176 51	newals	\$100 00
By meter		Interest on bonds or	
By contract		loans; also debenture due	5,782 00
From sale of meters			5,882 00
From permits tapping mains			
From other sources		Total cost of production.	\$10,011 00
Total income	\$7,176 51	Capital Expenditure.	
Less operating expenses	10,011 00	Reservoirs	\$45,000 00
		Cost of mains.....	} 105,000 00
Deficiency for year	\$2,834 49	Cost of service pipes.....	
		Cost of hydrants.....	
Operating Expenses:		Cost of real estate and build-	
Salaries of officers,		ings	7,000 00
superintendents,		Other assets	1,000 00
clerks, etc.	\$2,050 00		
Office supplies and		Total assets	\$158,000 00
expenses			
Insurance		Debentures or bonds current.	\$104,194 00
Legal expenses		Bank overdraft	
and damages ..		Municipal overdraft	
Other expenses ..	\$134 00		
Wages	84 00	Total liabilities	
	\$2,268 00		
Supplies—Fuel	\$1,740 00		
Pumping station			
supplies			
Filtration supplies			
Other supplies ..	121 00		
	1,861 00		

WATER WORKS, MUNICIPALITY OF IROQUOIS.
(December 31st, 1915.)

Plant installed, 1886.		Legal expenses	
Gravity or pumping system. Pumping.		and damages ..	
Number of gallons pumped per year.		Other expenses ..	\$30 00
Unknown.		Wages	
Total daily capacity of pumps, 468,000			\$30 00
gallons.		Supplies—Fuel	\$48 57
Average daily consumption. Unknown.		Supplies	50 94
Cost of production for 1,000 gallons. Un-		Filtration supplies	
known.		Other supplies ...	
Population of municipality, 900.			99 51
		For repairs and re-	
Gross Earnings:		newals	
From sale of water	\$1,530 96	Debenture payment	
By meter		of, say	\$2,957 18
By contract			2,957 18
From sale of meters		Total cost of production..	\$3,086 69
From permits tapping mains		Capital Expenditure.	
From other sources		Cost of conduits	\$5,000 00
		Cost of pumping equipment..	15,000 00
Total income	\$1,530 96	Cost of real estate and build-	
Less operating expenses	3,086 69	ings	5,000 00
		Total assets	\$25,000 00
Deficiency for year	\$1,555 73	Debentures or bonds current..	\$47,619 85
Operating Expenses:		Bank overdraft	
Salaries of officers,		Municipal overdraft	
superintendents,			
clerks, etc.		Total liabilities	
Office supplies and			
expenses			
Insurance			
26 R. M.			

WATER WORKS, MUNICIPALITY OF KENORA.
(December 31st, 1915.)

Plant installed, 1898.
Gravity or pumping system. Pumping.
Number of gallons pumped per year.
Not given.
Total daily capacity of pumps, 2,160,000
gallons.
Average daily consumption. Not given.
Cost of production for 1,000 gallons. Not
given.
Population of municipality, 5,500.

Gross Earnings:
From sale of water
By meter
By contract \$7,300 00
From sale of meters
From permits tapping mains
From other sources 18,386 38

Total income \$25,686 38
*Less operating expenses 17,705 04

Surplus for year \$7,981 34

Operating Expenses:
Salaries of officers,
superintendents,
clerks, etc. \$1,349 73
Office supplies and
expenses 497 89
Insurance
Legal expenses
and damages ..

Other expenses ..
Wages 5,128 63

Supplies—Fuel \$1,111 69
Pumping station
supplies 428 55
Power 1,250 00
Other supplies ... 402 04

For repairs and re-
newals
*Interest on bonds
or loans \$7,536 51

Total cost of production. \$17,705 04

Capital Expenditure.

Pumping machinery, etc. \$30,563 47
Cost of mains 95,070 26
Cost of service pipes 88,661 04
Cost of hydrants 5,723 58
Cost of real estate and build-
ings 10,000 00
Other assets 7,107 51

Total assets \$237,125 86

Debentures or bonds current. \$181,773 60

*Do not include annual partial redemp-
tion of debenture debt.

WATER WORKS, MUNICIPALITY OF KINCARDINE.
(December 31st, 1915.)

Plant installed, 1890.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
54,000,000.
Total daily capacity of pumps, 2,592,000
gallons.
Average daily consumption, 148,000 gals.
†Cost of production for 1,000 gals., .0735.
Population of municipality. Not given.

Gross Earnings:
From sale of water
By meter
By contract \$3,516 40
From sale of meters
From permits tapping mains
From other sources 260 60

Total income \$3,777 00
*Less operating expenses 3,970 92

Deficiency for year \$193 92

Operating Expenses:
Salaries of officers,
superintendents,
clerks, etc. \$819 00
Office supplies and
expenses
Insurance 37 50
Legal expenses
and damages ..
Other expenses .. 105 00
Wages 229 10

Supplies—Fuel \$821 38
Pumping station
supplies
Filtration supplies
Other supplies .. 571 46

For repairs and re-
newals \$480 00
*Interest on bonds
or loans 907 48

Total cost of production.. \$3,970 92

†Does not include cost due to annual
partial redemption of debenture debt.

*Do not include annual partial redemp-
tion of debenture debt.

WATER WORKS, MUNICIPALITY OF KINCARDINE.—Continued.

Capital Expenditure.	Bank overdraft
Assets—Not given.	Municipal overdraft
	Total liabilities
Debentures or bonds current.. \$18,149 71	

WATER WORKS, MUNICIPALITY OF KINGSTON.

(December 31st, 1915.)

Plant installed, 1850.	Interest on bonds
Gravity or pumping system. Pumping.	or loans 8,022 50
Number of gallons pumped per year,	Fee for testing en-
1,032,175,330.	gine and pumps.. 100 00
Total daily capacity of pumps, 7,000,000	Paid to sinking fund 570 90
gallons.	Debenture debt re-
Average daily consumption, 2,827,877	duced by 10,400 00
gallons.	19,761 30
Cost of production for 1,000 gals., .03.72.	
Population of municipality, 21,325.	Total cost of production.. \$38,403 14

Gross Earnings:
From sale of water
By meter \$12,827 53
By contract 41,549 55
From sale of meters
From permits tapping mains
From other sources 1,033 13
Total income \$55,410 21
Less operating expenses 38,403 14
Surplus for year \$17,007 07

Operating Expenses:
Salaries of officers,
superintendents,
clerks, etc. \$5,656 00
Office supplies and
expenses 429 57
Insurance
Legal expenses
and damages...
Other expenses .. 717 59
Wages 5,255 02
\$12,058 18
Supplies—Fuel \$4,044 14
Pumping station
supplies 965 19
Chlorination sup-
plies 251 13
Other supplies ... 1,323 20
6,583 66
For repairs and re-
newals \$667 90

Capital Expenditure.
Engines and boilers \$17,520 15
Water tower 13,000 00
Suction pipe 15,900 31
Cost of mains
Cost of service pipes..... } 310,646 87
Cost of hydrants..... }
Water meters 4,275 03
Cost of real estate and build-
ings 26,109 37
Cash 64 14
Other assets 17,524 25

*Total assets \$405,040 12
Debentures or bonds current \$169,300 00
Bank overdraft 1,624 94
Excavation deposits 260 00
Other liabilities 2,326 67
Balance 231,528 51
Gross liabilities \$405,040 12
Less sinking fund 1,187 94
Net liabilities \$403,852 18

*Another portion of report gives:
Cost of water works to date \$513,284 34
Written off for depreciation,
etc. 123,992 16
Value on books \$389,292 18

WATER WORKS, MUNICIPALITY OF KINGSVILLE.

(December 31st, 1915.)

Plant installed, 1894.	Average daily consumption. Unknown.
Gravity or pumping system. Pumping.	Cost of production for 1,000 gallons. Un-
Number of gallons pumped per year.	known.
Unknown.	Population of municipality, 1,706.
Total daily capacity of pumps, 1,400,000	
gallons.	

WATER WORKS, MUNICIPALITY OF KINGSVILLE.—Continued.

Gross Earnings:		Supplies—Fuel . . .		\$1,680 15
From sale of water		Pumping station		
By meter	} \$3,048 70	supplies	220 11	
By contract		Filtration supplies		
From sale of meters		Other supplies . . .	63 57	
From permits tapping mains				1,963 83
From other sources — fire		For repairs and re-		
protection	1,500 00	newals	\$402 30	
		Interest on bonds or		
Total income	\$4,548 70	loans	683 83	
Less operating expenses	6,578 36	Debenture debt re-		
		duced by	2,240 80	
Deficiency for year	\$2,029 66			3,326 93
Operating Expenses:		Total cost of production..		
Salaries of officers,		\$6,578 36		
superintendents,		Capital Expenditure.		
clerks, etc.		Total assets—approximately ..		
Office supplies and		\$40,000 00		
expenses		Debentures or bonds current..		
Insurance	\$40 00	\$12,900 28		
Legal expenses		Bank overdraft		
and damages ..		4,000 00		
Other expenses ..	107 72	Municipal overdraft		
Wages	1,139 88			
		Total liabilities		
	\$1,287 60	\$17,368 19		

WATER WORKS, MUNICIPALITY OF KITCHENER.

(December 31st, 1915.)

Plant installed, 1888.		Supplies—Fuel:		
Gravity or pumping system. Pumping.		Power	\$3,141 02	
Number of gallons pumped per year;		Coal	3,461 54	
395,268,000.		Pumping station		
Total daily capacity of pumps, 5,000,000		supplies	505 11	
gallons.		Filtration supplies	230 66	
Average daily consumption, 1,082,942 gals.		Disbursements . .	705 39	
†Cost of production for 1,000 gals., .07.65.				8,043 76
Population of municipality, 19,266.		For repairs and re-		
Gross Earnings:		newals	\$1,467 95	
From sale of water		*Interest on bonds		
By meter	\$31,512 77	or loans	9,411 50	
By contract	2,100 70			10,879 45
From hydrant rental	5,500 00	Total cost of production..		
From permits tapping mains		\$30,234 13		
From other sources	2,171 93	Capital Expenditure.		
		Reservoirs		
Total income	\$41,285 40	Cost of mains		
*Less operating expenses	30,234 13	Cost of service pipes		
		Cost of hydrants		
Gross surplus for year	\$11,051 27	Cost of real estate and build-		
Operating Expenses:		ings		
Salaries of officers,		Other assets		
superintendents,				
clerks, etc.	\$4,520 00	Total assets		
Office supplies and		\$432,640 30		
expenses.	1,337 04	Debentures or bonds current..		
Insurance	62 50	\$204,219 84		
Legal expenses		Bank overdraft		
and damages ..		5,001 04		
Other expenses ..	1,909 84	Depreciation account		
Wages	3,481 54			
	\$11,310 92	Total liabilities		

†Does not include cost due to annual partial redemption of debenture debt.

*Do not include annual partial redemption of debenture debt.

WATER WORKS, MUNICIPALITY OF LONDON.

(December 31st, 1915.)

Plant installed, 1878.
Gravity or pumping system. Combination.
Number of gallons pumped per year, 1,773,942,000.
Total daily capacity of pumps. Report confuses.
Average daily consumption, 4,860,000 gallons.
Cost of production for 1,000 gals., .05.47.
Population of municipality, 57,000.

Gross Earnings:
From sale of water
 By meter \$57,171 44
 By contract 76,603 42
From sale of meters
From permits tapping mains
From other sources 942 86

Total income\$134,717 72
Less operating expenses 95,091 83

Surplus for year \$39,625 89

Operating Expenses:
Salaries of officers, superintendents, clerks, etc. \$8,850 56
Office supplies and expenses 834 86
Insurance 254 25
Legal expenses and damages .. 81 00
Other expenses .. 4,214 66
Wages 15,318 98
-----\$29,554 31

Supplies—Fuel:
Power \$15,513 12
Coal 229 48
Pumping station supplies 2,381 11
Filtration supplies
Other supplies ... 2,447 43
----- 20,571 14

For repairs and re-
newals \$1,446 87
Interest on bonds
and loans 43,519 51
----- 44,966 38

Total cost of production.. \$95,091-83

Capital Expenditure.

Reservoirs.....
Cost of mains.....
Cost of service pipes..... } \$1,077,196 84
Cost of hydrants.....
Cost of real estate and build-
ings 93,058 02
Other assets 184,070 80

Total assets\$1,354,325 66

*Debentures or bonds cur-
rent \$1,272,016 53
Other liabilities 3,489 52
Municipal overdraft 78,819 61

Gross liabilities\$1,354,325 66
Deduction due to sinking
fund 119,161 95

Net liabilities\$1,235,163 61

To which add for other lia-
bilities 3,489 52
And for municipal over-
draft 78,819 61

\$1,044,884 30
And deduct for sinking fund 119,161 95

Which would give net lia-
bilities of \$925,722 35

*Another portion of report states that:
Bonded debt at date is..... \$962,575 17

WATER WORKS, MUNICIPALITY OF LUCKNOW.

(December 31st, 1915.)

Plant installed, 1890.
Gravity or pumping system. Pumping.
Number of gallons pumped per year.
Not given.
Total daily capacity of pumps, 864,000 gallons.
Average daily consumption. Not given.
Cost of production for 1,000 gallons. Not given.
Population of municipality, 1,003.

Gross Earnings:
Not given.

Operating Expenses:
Salaries of officers, superintendents, clerks, etc. \$635 00
Office supplies and expenses
Insurance
Legal expenses and damages .. 148 00
Other expenses ..
Wages
----- \$783 00

WATER WORKS, MUNICIPALITY OF LUCKNOW.—Continued.

Supplies—Fuel	\$595 47	Capital Expenditure	\$10,000 00
Pumping station supplies		Debentures or bonds current. }	
Filtration supplies		Bank overdraft	None
Other supplies ..	37 08	Municipal overdraft	
	632 55		
Total cost of production..	\$1,415 55	Total liabilities	

WATER WORKS, MUNICIPALITY OF MARKHAM.

(December 31st, 1915.)

Plant installed, 1890.		Other expenses ..	
Gravity or pumping system. Pumping.		Wages	\$226 25
Number of gallons pumped per year.			
Used for fire purposes only.		Supplies—Fuel	\$500 00
Total daily capacity of pumps, 1,152,000 gallons.		Pumping station supplies	
Average daily consumption,		Filtration supplies	
Cost of production for 1,000 gallons,		Other supplies ...	500 00
Population of municipality, 1,200.			
		For repairs and re-	
		newals	\$21 25
Gross Earnings:		Interest on bonds or	
From sale of water		loans	136 37
By meter			157 62
By contract	\$87 50	Total cost of production...	\$883 87
From sale of meters			
From permits tapping mains		Capital Expenditure.	
From other sources—hydrant service	800 00	Reservoirs.....	\$11,000 00
		Cost of mains.....	
Total income	\$887 50	Cost of service pipes.....	
Less operating expenses	883 67	Cost of hydrants.....	
		Cost of real estate and build-	
Surplus for year	\$3 83	ings.....	
		Other assets.....	
Operating Expenses:		Total assets	
Salaries of officers, superintendents, clerks, etc.	\$200 00	Deentures or bonds current...	\$2,234 09
Office supplies and expenses		Bank overdraft	
Insurance	26 25	Municipal overdraft	
Legal expenses and damages ..		Total liabilities	

WATER WORKS, MUNICIPALITY OF MERRITTON.

(December 31st, 1915.)

Plant installed, 1888.		From hydrant rental	1,000 00
Gravity or pumping system. Gravity.		From permits tapping mains	80 00
Number of gallons used per year. Un-		From other sources	180 35
known.			
Average daily consumption. Unknown.		Total income	\$7,335 37
Cost of production for 1,000 gallons. Un-		*Less operating expenses	7,082 25
known.			
Population of municipality, 2,358.		Gross surplus for year....	\$253 12
Gross Earnings:		Operating Expenses:	
From sale of water		Salaries of officers, superintendents,	
By meter	\$3,088 62	clerks, etc.	\$835 04
By contract	2,975 40		

WATER WORKS, MUNICIPALITY OF MERRITTON.—*Continued.*

Office supplies and expenses	15 04	
Telephone service.	26 05	
Legal expenses and damages—		
easements	5 00	
Other expenses ..		
Wages	526 62	
	<hr/>	\$1,407 75
For repairs and re-		
newals	\$2,674 50	
*Interest on bonds		
or loans	3,000 00	
	<hr/>	5,674 50
		<hr/>
Total cost of production..		\$7,082 25

*Does not include annual partial redemption payment on debenture debt.

WATER WORKS, MUNICIPALITY OF MIDLAND.

(December 31st, 1915.)

Plant installed, 1901.
Gravity or pumping system. Pumping.
Number of gallons pumped per year.
Not given.
Total daily capacity of pumps, 1,728,000
gallons.
Average daily consumption. Not given.
Cost of production for 1,000 gallons. Un-
known.
Population of municipality, 6,375.

Gross Earnings:

From sale of water	\$11,030 00
By meter	
By contract	1,889 00
From sale of meters	
From permits tapping mains	
From other sources	
<hr/>	
Total income	\$12,919 00
*Less operating expenses	9,431 38
<hr/>	
Gross surplus for year...	\$3,487 62

Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$1,817 50
Office supplies and expenses	149 44
Insurance	
Legal expenses and damages ...	

WATER WORKS, MUNICIPALITY OF MILTON.

(December 31st, 1915.)

Plant installed, 1887.
Gravity or pumping system. Gravity.
Number of gallons used per year. Un-
known.

Capital Expenditure.

Reservoirs	\$16,000	00
Cost of mains	59,076	32
Cost of service pipes	8,000	00
Cost of hydrants	3,350	00
Cost of real estate and build- ings	500	00
Other assets	2,073	68
Total assets	\$89,000	00
Debt		
Debentures or bonds current..	\$7,864	43

*Does not include annual partial redemption payment on debenture debt.

WATER WORKS, MUNICIPALITY OF MILTON.—Continued.

Gross Earnings:		For repairs and re-	
From sale of water.....	\$2,000 00	newals	
By meter		Interest on bonds or	
By contract		loans and deben-	
From sale of meters		ture payment ...	\$1,680 00
From permits tapping mains			<u>1,680 00</u>
From other sources			
		Total cost of production.	\$1,980 00
Total income	\$2,000 00	Capital expenditure	\$39,000 00
Less operating expenses	1,980 00	Total liabilities	\$14,241 07
Surplus for year	\$20 00		
Operating expenses. .	\$300 00		
	<u>\$300 00</u>		

WATER WORKS, MUNICIPALITY OF MITCHELL.

(December 31st, 1915.)

Plant installed, 1873.		Supplies—Fuel:	
Gravity or pumping system. Pumping.		Power	\$433 80
Number of gallons pumped per year.		Coal	1,048 23
Unknown.		Pumping station	
Total daily capacity of pumps, 1,440,000		supplies	15 00
gallons.		Filtration supplies	
Average daily consumption. Unknown.		Other supplis	10 00
Cost of production for 1,000 gallons. Un-			<u>1,543 03</u>
known.		For repairs and re-	
Population of municipality, 1,706.		newals	
Gross Earnings:		*Interest on bonds	
From sale of water		or loans	\$884 07
By meter			<u>\$884 07</u>
By contract	\$2,368 50		
From sale of meters		Total cost of production..	\$2,862 10
From permits tapping mains		Capital Expenditure.	
From other sources		Reservoirs	\$2,500 00
		Cost of mains	10,317 00
Total income	\$2,368 50	Cost of service pipes	500 00
*Less operating expenses	2,862 10	Cost of hydrants	1,100 00
		Cost of real estate and build-	
Deficiency for year	\$493 60	ings	1,062 00
		Other assets	3,000 00
Operating Expenses:			
Salaries of officers,		Total assets	\$18,479 00
superintendents,		†Debentures or bonds current.	\$17,391 17
clerks, etc.	\$60 00	Bank overdraft	
Office supplies and		Municipal overdraft	
expenses	15 00		
Insurance	50 00	Total liabilities	
Legal expenses			
and damages ..		*Does not include any annual partial	
Other expenses ..	10 00	redemption payment on debenture debt.	
Wages	300 00	†Elsewhere in report the total bonded	
	<u>\$435 00</u>	debt at date is given as \$13,750.00.	

WATER WORKS, MUNICIPALITY OF MOUNT FOREST.

(December 31st, 1915.)

Plant installed, 1898.	Total daily capacity of pumps, 2,088,000
Gravity or pumping system. Pumping.	gallons.
Number of gallons pumped per year,	Average daily consumption, 45,000 gals.
16,425,000.	Cost of production for 1,000 gals., .29.55.
	Population of municipality, 1,970.

WATER WORKS, MUNICIPALITY OF MOUNT FOREST.—Continued.

Gross Earnings:	
From sale of water	
By meter.....	\$3,251 88
By contract.....	
From sale of meters	
From permits tapping mains	
From other sources—hydrants	1,125 00
<hr/>	
Total income	\$4,376 88
Less operating expenses	4,854 21
<hr/>	
Deficiency for year	\$477 33
Operating Expenses:	
Salaries of officers,	
superintendents,	
clerks, etc.	\$70 00
Office supplies and	
expenses	141 71
Insurance	89 03
Legal expenses	
and damages ..	
Other expenses ..	
Wages	913 05
<hr/>	
	\$1,213 79
Supplies—Fuel and	
electric power .	\$808 12
Pumping station	
supplies	
Filtration supplies	
Other supplies ..	
<hr/>	
	808 12
For repairs and re-	
newals	\$644 56

*Interest on bonds	
or loans and fixed	
charges	2,187 74
<hr/>	
	2,832 30
<hr/>	
Total cost of production..	\$4,854 21

Capital Expenditure.

Reservoirs.....	\$34,747 94
Cost of mains.....	
Cost of service pipes.....	
Cost of hydrants.....	
Cost of real estate and build-	
ings	2,139 02
Other assets—accounts due ...	162 91
<hr/>	
Total assets	\$37,049 87
<hr/>	
Debentures or bonds current.	\$22,220 67
†Paid	14,279 33
Municipal overdraft	1,027 20
<hr/>	
Total liabilities	\$37,527 20

*By fixed charges it is assumed that annual partial redemption of debenture debt is meant.

†This item in report not clear, especially as the debentures stated as current on December 31st, 1915, are less than those stated as current on December 31st, 1914. Is this item, therefore, a bank overdraft pending a new issue of debentures?

WATER WORKS, MUNICIPALITY OF MORRISBURG.
(December 31st, 1915.)

Plant installed, 1885.	
Gravity or pumping system. Gravity.	
Number of gallons used per year. Unknown.	
Average daily consumption. Unknown.	
Cost of production for 1,000 gallons. Unknown.	
Population of municipality, 1,600.	
Gross Earnings:	
From sale of water	\$3,345 65
Rates due	727 36
From sale of meters	
From permits tapping mains	
From other sources	
<hr/>	
Total income	\$4,073 01
Less operating expenses	2,572 29
<hr/>	
Surplus for year	\$1,497 79
Operating Expenses:	
Salaries of officers,	
superintendents,	
clerks, etc.	\$450 00

Office supplies and	
expenses.....	147 75
Insurance.....	
Legal expenses	
and damages ..	
Other expenses ..	
Wages	173 10
<hr/>	
	\$770 85
Supplies	\$193 07
<hr/>	
	193 07
For repairs and re-	
newals	
Debenture payment.	\$1,611 30
<hr/>	
	1,611 30
<hr/>	
Total cost of production.	\$2,575 22

Capital Expenditure.

Capital expenditure	\$25,000 00
Debentures or bonds current.	\$2,036 60

WATER WORKS, MUNICIPALITY OF NEW LISKEARD.
(December 31st, 1915.)

Plant installed, 1907.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year.	
Not given.	
Total daily capacity of pumps. Not given.	
Average daily consumption. Not given.	
Cost of production for 1,000 gallons. Not given.	
Population of municipality, 2,200.	
Gross Earnings:	
From sale of water	\$4,311 05
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources—less	
\$5.53 refunds	107 47
Total income	\$4,418 52
Less operating expenses	9,924 55
Deficiency for year	\$5,506 03
Operating Expenses:	
Salaries of officers,	
superintendents,	
clerks, etc.	\$1,090 08

Office supplies and expenses	89 94
Telephone service.	45 00
Legal expenses and damages ..	
Other expenses ..	
Wages	75 00
	<u>\$1,300 02</u>
Supplies—Fuel:	
Power	\$1,966 04
Coal	54 72
Pumping station supplies	
Filtration supplies	
Other supplies ...	52 60
	<u>2,073 36</u>
For repairs and re-	
newals	\$1,036 73
Interest on bonds or loans, plus debenture payment	5,514 44
	<u>6,551 17</u>
Total cost of production..	\$9,924 55
Total assets stated as	\$68,896 84
Debentures or bonds current..	\$65,616 72

WATER WORKS, MUNICIPALITY OF NEWMARKET.
(December 31st, 1915.)

Plant installed, 1887.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year,	
82,125,000.	
Total daily capacity of pumps, 2,880,000 gallons.	
Average daily consumption, 225,000 gals.	
Cost of production for 1,000 gals., .05.69.	
Population of municipality, 3,800.	
Gross Earnings:	
From sale of water	
By meter	\$4,681 16
By contract	
From sale of meters	446 00
From permits tapping mains	
From other sources	300 00
Total income	\$5,427 16
Less operating expenses	4,684 84
Surplus for year	\$742 32
Operating Expenses:	
Salaries of officers,	
superintendents,	
clerks, etc.	
Office supplies and expenses	\$200 00
Insurance	150 00
Legal expenses and damages ..	50 00
Other expenses ..	200 00

Wages	900 00
	<u>\$1,500 00</u>
Supplies—Fuel:	
Power	\$400 00
Coal	700 00
Pumping station supplies	100 00
Meter supplies ..	446 00
Other supplies ...	
	<u>1,646 00</u>
For repairs and re-	
newals	\$200 00
Interest on bonds or loans, etc.	1,338 84
	<u>1,538 84</u>
Total cost of production.	\$4,684 84
Capital Expenditure.	
Reservoirs	\$6,600 00
Cost of mains	24,000 00
Cost of service pipes	
Cost of hydrants	4,000 00
Cost of real estate and build-	
ings	6,000 00
Other assets	18,500 00
	<u>\$59,100 00</u>
Debentures or bonds current ...	\$15,000 00
Accruing	6,368 94
	<u>\$21,368 94</u>

WATER WORKS, MUNICIPALITY OF NIAGARA.

(December 31st, 1915.)

Plant installed, 1891.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year.	
Not given.	
Total daily capacity of pumps, 1,000,000 gallons.	
Average daily consumption. Not given.	
Cost of production for 1,000 gallons. Not given.	
Population of municipality, 1,642.	
Gross Earnings:	
From sale of water	\$4,024 61
By meter	
By contract	
From sale of meters	409 20
From permits tapping mains	
From other sources	2,355 00
Total income	\$6,788 81
Less operating expenses	3,659 41
Surplus for year	*\$3,129 40
Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$647 99
Office supplies and expenses	5 80
Insurance	

Legal expenses and damages ..	
Other expenses ..	
Wages	135 46
Supplies — Fuel and electric power..	\$1,638 27
Pumping station supplies	291 84
Filtration supplies	
Other supplies ..	
	1,930 11
For repairs and re-	
newals	\$172 38
Interest on bonds or loans	*767 67
	940 05

Total cost of production..	\$3,659 41
Total assets stated as	\$44,800 00
Debentures or bonds current..	\$11,910 65

*767.67 is insufficient to pay both 5 per cent. interest on current debt of \$11,910.65 and annual partial redemption of principal.

WATER WORKS, MUNICIPALITY OF NIAGARA FALLS.

(December 31st, 1915.)

Plant installed, 1884.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year, 1,010,559,000.	
Total daily capacity of pumps, 9,500,000 gallons.	
Average daily consumption, 2,768,655 gals.	
Cost of production for 1,000 gals., .02.99.	
Population of municipality, 11,147.	
Gross Earnings:	
From sale of water	
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources	
Total income	\$39,055 05
Less operating expenses	30,230 03
Surplus for year	\$8,825 02
Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$4,230 00

Office supplies and expenses	
Insurance	
Legal expenses and damages ..	
Other expenses — rebates	146 86
Wages	
	\$4,376 86

Supplies — Maintenance	\$7,714 61
Pumping station supplies	3,598 11
Filtration supplies	
Other supplies ...	
	11,312 72

For repairs and re-	
newals	
Interest on bonds and partial re-	
demption	\$14,540 45
	14,540 45

Total cost of production.	\$30,230 03
---------------------------	-------------

WATER WORKS, MUNICIPALITY OF NIAGARA FALLS.—Continued.

Capital Expenditure.

Other assets—rates not col-
lected

1,064 63

Total assets

\$259,064 63

Debentures or bonds current

\$102,678 56

Reservoirs.....

Cost of mains.....

Cost of service pipes.....

Cost of hydrants.....

Cost of real estate and
buildings.....

\$258,000 00

WATER WORKS, MUNICIPALITY OF NORTH BAY.

(December 31st, 1915.)

Other expenses ..

Wages 1,500 00

\$1,615 23

Supplies—Electric
power \$5,704. 50

Pumping station
supplies 71 30

Filtration supplies

Other supplies ...

5,775 80

For repairs and re-
newals \$6,458 04

*Interest on bonds
or loans 7,877 28

14,335 32

Total cost of production..

\$21,726 35

Capital Expenditure.

Reservoirs \$24,718 70

Cost of mains 129,417 77

Cost of service pipes 26,964 00

Cost of hydrants 6,000 00

Cost of real estate and build-
ings 6,100 00

Other assets 37,530 12

Total assets

\$230,730 59

Debentures or bonds current..

\$159,036 27

*Do not include annual partial redemp-
tion of debenture debt.

Plant installed, 1891.

Gravity or pumping system. Pumping.

Number of gallons pumped per year.
No record.

Total daily capacity of pumps, 4,320,000
gallons.

Average daily consumption. No record.

Cost of production for 1,000 gallons. Un-
known.

Population of municipality, 10,000.

Gross Earnings:

From sale of water

By meter \$80 80

By contract 25,794 32

From sale of meters

From permits tapping mains

From other sources

Total income \$33,875 24

*Less operating expenses 21,726 35

Gross surplus for year ...

\$12,149 89

Operating Expenses:

Salaries of officers,
superintendents,
clerks, etc.

Office supplies and
expenses

Insurance \$115 23

Legal expenses
and damages ..

WATER WORKS, MUNICIPALITY OF ORANGEVILLE.

(December 31st, 1915.)

From sale of meters

From permits tapping mains

From other sources

Total income \$3,675 66

Less operating expenses 4,066 44

Deficiency for year.....

\$390 78

Operating Expenses:

Salaries of officers,
superintendents,
clerks, etc. \$949 00

Office supplies and
expenses 58 75

Insurance 94 00

Plant installed, 1895.

Gravity or pumping system: Domestic—
Gravity; Fire Protection—Pumping.

Number of gallons used per year. No
record.

Total daily capacity of pump, 1,440,000
gallons.

Average daily consumption. No record.

Cost of production for 1,000 gallons. Un-
known.

Population of municipality, 2,468.

Gross Earnings:

From sale of water

By meter

By contract \$3,675 66

WATER WORKS, MUNICIPALITY OF ORANGEVILLE.—Continued.

Legal expenses and damages ...			*Interest on bonds— 4½% on \$21,859.82	983 69	
Other expenses — firemen and house rent	810 61				1,288 52
Wages	269 64				
		\$2,182 00	Total cost of production..		\$4,066 44
Supplies—Fuel	\$295 92		Total assets		\$53,699 47
Pumping station supplies	300 00		*Bonds current—due 1925.....		\$21,859 82
Filtration supplies			*Does not include any sinking fund for redemption of bonds in 1925, in regard to which the report contains no statement.		
Other supplies ...		595 92	*Report gives no statement <i>re</i> sinking fund to meet redemption in 1925.		
For repairs and renewals	\$304 83				

WATER WORKS, MUNICIPALITY OF ORILLIA.

(December 31st, 1915.)

Plant installed, 1880.		Legal expenses and damages ..			
Gravity or pumping system. Pumping.		Other expenses ..	356 57		
Number of gallons pumped per year, 201,000,000.		Wages	2,838 23		
Total daily capacity of pumps, 1,195,200 gallons.					\$4,958 21
Average daily consumption, 550,411 gals.		Supplies—Fuel:			
†Cost of production for 1,000 gals., .06.57.		Electric power..	\$1,839 96		
Population of municipality, 7,500.		Coal	529 85		
Gross Earnings:		Pumping station supplies	61 40		
From sale of water		Filtration supplies			
By meter		Other supplies ...	92 59		
By contract	\$18,013 21				2,523 80
From sale of meters		For repairs and renewals	\$561 40		
From permits tapping mains		*Interest on bonds or loans	5,163 58		
From other sources					5,724 98
		Total cost of production..			\$13,206 99
Total income	\$18,013 21	Capital expenditure			\$191,879 49
*Less operating expenses	13,206 99	Bonds current			\$114,385 96
Gross surplus for year...	\$4,806 22	Other liabilities			164 56
Operating Expenses:					\$114,550 52
Salaries of officers, superintendents, clerks, etc.	\$1,198 00	Less sinking fund			2,625 00
Office supplies and expenses	378 16	Total liabilities			\$111,925 52
Insurance	187 25	*Do not include annual partial redemption of debt.			
†Does not include cost due to annual partial redemption of debt.					

WATER WORKS, MUNICIPALITY OF OSHAWA.

(December 31st, 1915.)

Plant installed, 1904.		Total daily capacity of pumps, 4,320,000 gallons.
Gravity or pumping system. Pumping.		Average daily consumption, 476,436 gals.
Number of gallons pumped per year, 173,423,030.		Cost of production for 1,000 gals., .08.99.
		Population of municipality, 8,812.

WATER WORKS, MUNICIPALITY OF OSHAWA.—*Continued.*

Gross Earnings:

From sale of water	
By meter	\$12,154 15
By contract	3,897 33
From sale of meters	
From permits tapping mains	
From other sources	2,200 00
	<hr/>
Total income	\$18,251 48
*Less operating expenses	15,588 71
	<hr/>
Surplus for year.....	\$2,662 77

Operating Expenses:

Salaries of officers, superintendents, clerks, etc.	\$550 00
Office supplies and expenses	266 72
Insurance	50 00
Legal expenses and damages ..	
Other expenses ..	316 84
Wages	1,856 06
	<hr/>
	\$3,039 62

Supplies—Fuel:

Electric power..	\$1,576 08
Coal ..	1,169 96
Pumping station supplies ..	110 56

Filtration supplies

Other supplies ...	60 49	
	<hr/>	2,917 09
For repairs and re- newals ..	\$404 83	
Partial redemption of debt	2,822 48	
Interest on bonds or loans ..	6,404 69	
	<hr/>	9,632 00
		<hr/>
Total cost of production..	\$15,588 71	

Capital Expenditure.

Reservoirs, tanks, source of supply and wells	\$21,617 82
Cost of mains and conduits..	92,786 62
Cost of pumping equipment...	14,577 60
Cost of hydrants and meters.	15,380 63
Cost of real estate and build- ings ..	12,467 50
Other assets	28,309 12
	<hr/>
Total assets	\$185,139 29

Debentures or bonds current.\$140,677 31

*Does not include the sum of \$6,950.00
given in the report as paid to the Town
of Oshawa.

WATER WORKS, MUNICIPALITY OF OTTAWA.

(December 31st, 1915.)

Plant installed, 1874.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
6,628,478,077.
Total daily capacity of pumps, 35,000,000
gallons.
Average daily consumption, 18,160,213
gallons.
Cost of production for 1,000 gals., .0643.
Population of municipality, 103,163.

Gross Earnings:

From sale of water	\$401,900 29
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources	15,896 78
	<hr/>

Total income

Less operating expenses

Deficiency for year

Operating Expenses:

Salaries of officers,
superintendents,
clerks, etc.

Office supplies and expenses ..	5,331 21
Insurance	553 70
Legal expenses and damages ..	116 15
Other expenses ...	10,164 93
Wages ..	22,744 99
	<hr/>
	\$76,331 55
Supplies—Fuel ...	\$4,588 42
Pumping station supplies ..	18,604 84
Filtration supplies	5,037 66
Other supplies ...	513 55
	<hr/>
	28,744 47
For repairs and re- newals ..	\$47,837 47
Pitometer survey and well water supplies ..	8,342 71
Interest on bonds and sinking fund payment ..	169,055 89
Deficiency end of 1914 ..	95,746 44
	<hr/>
	320,982 51
	<hr/>
Total cost of production..	\$426,058 53

WATER WORKS, MUNICIPALITY OF OTTAWA.—Continued.

<i>Capital Expenditure.</i>		Debentures or bonds current	\$2,929,449 51
		*Amount on hand in bank..	423,565 39
		Principal—overdraft	8,261 46
Reservoirs			
Cost of mains and hydrants.	\$1,696,166 61	Gross liabilities	\$3,361,276 36
Cost of service pipes	425,596 83	Sinking fund	460,794 68
Cost of real estate and build-			
ings	264,652 87	Net liabilities	\$2,900,481 68
Other assets	1,341,620 02		
Total assets	\$3,726,036 33	*Why should report give as liability the amount on hand in bank?	

WATER WORKS, MUNICIPALITY OF PARIS.

(December 31st, 1915.)

Plant installed, 1882.		Office supplies and	
Gravity or pumping station.	Pumping.	expenses	73 00
Number of gallons pumped per year.		Insurance	52 00
Approximately, 73,000,000.		Legal expenses	
Total daily capacity of pumps.	Not given.	and damages ..	
Average daily consumption.	Approximately, 200,000 gallons.	Other expenses	
Cost of production for 1,000 gals.,	.0641.	and pumping ..	1,032 00
Population of municipality, 4,300.		Wages	483 00
			\$2,880 00
Gross Earnings:		Supplies—Fuel	
From sale of water.....		Pumping station	
By meter	\$7,472 00	supplies	\$93 00
By contract		Filtration supplies	
From sale of meters		Other supplies ..	93 00
From permits tapping mains			
From other sources—hydrant		For repairs and re-	
service	1,000 00	newals	\$126 00
Total income	\$8,472 00	Interest on bonds or	
Less operating expenses	4,683 00	loans and debenture payment ...	1,584 00
			1,710 00
Surplus for year	\$3,789 00	Total cost of production..	\$4,683 00
Operating Expenses:		<i>Capital Expenditure.</i>	
Salaries of officers,		Total assets stated as	\$96,000 00
superintendents,		Debentures or bonds current..	\$8,000 00
clerks, etc.	\$1,240 00		

WATER WORKS, MUNICIPALITY OF PARRY SOUND.

(December 31st, 1915.)

Plant installed, 1892.		From hydrants	3,200 00
Gravity or pumping system.	Pumping.	From other sources	220 00
Number of gallons pumped per year during 1914, 84,000,000.			
Total daily capacity of pumps, 1,300,000 gallons.		Total income	\$10,730 33
Average daily consumption, 230,137 gals.		Less operating expenses	9,326 61
Cost of production for 1,000 gals., .1086.			
Population of municipality, 3,700.		Surplus for year	\$1,403 72
Gross Earnings:		Operating Expenses:	
From sale of water	\$7,310 33	Salaries of officers,	
By meter		superintendents,	
By contract		clerks, etc.	\$1,249 92
From sale of meters		Office supplies and	
		expenses	64 00
		Insurance	87 50

WATER WORKS, MUNICIPALITY OF PARRY SOUND.—Continued.

Legal expenses and damages ..		Partial redemption of debt	\$2,788 51	
Other expenses ...		Interest on bonds or		
Wages	1,000 00	or loans	2,149 95	4,938 46
	<u> </u>		<u> </u>	
	\$2,401 42			
Supplies—Fuel	\$1,268 04	Total cost of production..	\$9,326 61	
Pumping station supplies		Capital Expenditure.		
Filtration supplies		Total assets stated as	\$82,264 92	
Other supplies ...	718 69	Debentures or bonds current..	\$39,718 81	
	<u> </u>			
	1,986 73			

WATER WORKS, MUNICIPALITY OF PENETANGUISHENE.

(December 31st, 1915.)

Plant installed, 1890.		Supplies—Fuel	\$1,430 87	
Gravity or pumping system. Pumping.		Pumping station supplies	51 26	
Number of gallons pumped per year, 94,900,000 gallons.		Filtration supplies		
Total daily capacity of pumps, 4,320,000 gallons.		Other supplies ..	<u> </u>	1,482 13
Average daily consumption, 260,000 gals.		For repairs and re-		
Cost of production for 1,000 gals., .09.61.		newals	\$488 82	
Population of municipality, 4,200.		Debentures cancelled	1,023 28	
		Interest on bonds or		
		loans	2,517 28	
Gross Earnings:		To sinking fund ..	1,500 00	5,529 38
From sale of water	\$6,559 40		<u> </u>	
By meter				5,529 38
By contract for hydrants.	3,500 00	Total cost of production..	\$9,123 39	
From sale of meters		Capital Expenditure.		
From permits tapping mains		Reservoirs	\$15,489 15	
From other sources	135 00	Cost of mains	34,235 12	
	<u> </u>	Cost of service pipes	9,475 44	
		Cost of hydrants	3,199 41	
Total income	\$10,194 40	Cost of real estate and build-		
Less operating expenses	9,123 39	ings	6,182 29	
	<u> </u>	Other assets	25,787 90	
			<u> </u>	
Surplus for year	\$1,071 01	Total assets	\$94,369 31	
Operating Expenses:		Debentures or bonds current.	\$49,434 62	
Salaries of officers, superintendents, clerks, etc.	\$1,000 00	Bank overdraft	1,566 69	
Office supplies and expenses	167 60	Other liabilities	36,737 10	
Insurance	216 69	Municipal overdraft.....	6,630 90	
Legal expenses and damages ...			<u> </u>	
Other expenses ..	71 20	Gross liabilities	\$94,369 31	
Wages	656 39	Less sinking fund	13,771 76	
	<u> </u>		<u> </u>	
	\$2,111 88	Net liabilities	\$80,597 55	

WATER WORKS, MUNICIPALITY OF PETERBOROUGH.

(December 31st, 1915.)

Plant installed, 1882.	By meter.....	} \$53,874 18
Gravity or pumping system. Pumping.	By contract.....	
Number of gallons pumped per year, 1,043,917,000.	From sale of meters	
Total daily capacity of pumps, 10,500,000 gallons.	From permits tapping mains	
	From other sources	3,927 28
Average daily consumption, 2,860,046 gals.	Total income	\$57,801 46
Cost of production for 1,000 gals., .05.28.	Less operating expenses	55,105 10
Population of municipality, 20,426.		
Gross Earnings:	Surplus for year	\$2,696 36
From sale of water		

WATER WORKS, MUNICIPALITY OF PETERBOROUGH.—Continued.

Operating Expenses:		Interest on bonds	
Salaries of officers, superintendents, clerks, etc.	\$3,611 45	or loans	22,415 28
Office supplies and expenses	2,488 55		36,569 68
Insurance		Total cost of production..	\$55,105 10
Legal expenses and damages ..			
Other expenses ..	6,706 31	Capital Expenditure.	
Wages	4,393 57	Reservoirs	
	\$17,199 88	Cost of mains and hydrants	\$273,045 04
Supplies—Fuel . . .		Cost of service pipes	60,871 38
Pumping station supplies	\$1,335 54	Cost of real estate and build-	
Filtration supplies		ings	187,936 10
Other supplies ...		Other assets	110,865 23
	1,335 54	Total assets	\$632,717 75
For repairs and re-		Debentures or bonds current	\$523,000 00
newals		Bank overdraft	41,624 73
Sinking fund in-			
creased by	\$14,154 40	Gross liabilities	\$564,624 73
		Sinking fund	127,659 40
		Net liabilities	\$436,965 33

WATER WORKS, MUNICIPALITY OF PETROLEA.

(December 31st, 1915.)

Plant installed, 1896.		Other expenses ..	311 49
Gravity or pumping system. Pumping.		Wages	1,850 00
Number of gallons pumped per year,			\$3,029 09
391,104,443.		Supplies—Fuel	\$3,507 52
Total daily capacity of pumps, 2,000,000		Pumping station	
gallons.		supplies	423 45
Average daily consumption, 1,071,519		Filtration supplies	
gallons.		Other supplies ...	88 58
Cost of productions for 1,000 gals., .0439.			4,019 55
Population of municipality, 4,500.		For repairs and re-	
		newals	\$145 44
Gross Earnings:		Interest on bonds or	
From sale of water		loans and redemp-	
By meter	\$4,400 50	tion payment	9,946 78
By contract	15,467 31		10,092 22
From sale of meters	25 90	Total cost of production..	\$17,140 86
From permits tapping mains			
From other sources		Capital Expenditure.	
		Reservoirs	
Total income	\$19,893 71	Cost of mains	\$101,000 00
Less operating expenses	17,140 86	Cost of service pipes	50,171 65
		Cost of hydrants	5,500 00
Surplus for year	\$2,752 85	Cost of real estate and build-	
Operating Expenses:		ings	6,200 00
Salaries of officers, superintendents, clerks, etc.	\$760 00	Other assets	27,558 68
Office supplies and expenses	36 60	Total assets	\$190,430 33
Insurance	71 00	Debentures or bonds current..	\$80,677 15
Legal expenses and damages ..			

WATER WORKS, MUNICIPALITY OF PORT ARTHUR.

(December 31st, 1915.)

Plant installed, 1903.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
829,530,000.
Total daily capacity of pumps, 8,640,000
gallons.
Average daily consumption, 2,272,685 gals.
Cost of production for 1,000 gals., .20.89.
Population of municipality, 15,657.

Gross Earnings:	
From sale of water	\$60,827 93
By meter	
By contract	
From frontage tax	11,440 65
*From interest on unex- pended balance of con- struction account	21,911 80
From other sources	
Total income	\$94,180 38
Less operating expenses	137,334 47
Deficiency for year	\$43,154 09

Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$1,192 74
Office supplies and expenses	
Insurance	40 50
Legal expenses and damages ..	
Other expenses ..	1,504 57
Wages and sup- plies	15,507 06
	\$18,244 87

Supplies—Power . . .	\$10,050 43
Pumping station supplies	
Filtration supplies	
Other supplies ..	
	10,050 43
†To sinking fund ..	\$26,853 63
Interest on bonds or loans	82,185 54
	109,039 17

Total cost of production..\$137,334 47

Capital Expenditure.

Reservoirs.....	\$1,322,618 68	
Cost of mains.....		
Cost of service pipes.....		
Cost of hydrants.....		
Cost of real estate and buildings.....		
Other assets		472,855 77
Total assets		\$1,795,474 45

Debentures or bonds current	\$1,645,401 09
Other liabilities	150,073 36
Gross liabilities	\$1,795,474 45
Sinking fund	129,617 82
Net liabilities	\$1,665,856 63

*This item ought to be credited to capital account and not be, as in report, credited to revenue from operation.
†Elsewhere in report given as \$24,822.99.

WATER WORKS, MUNICIPALITY OF PORT COLBORNE.

(December 31st, 1915.)

Plant installed, 1898.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
37,000,000.
Total daily capacity of pumps. Not given.
Average daily consumption, 101,370 gals.
Cost of productipon for 1,000 gals., .15.75.
Population of municipality, 2,000.

Gross earnings	\$3,159 00
Total income	\$3,159 00
Less operating expenses	5,829 30
Deficiency for year	\$2,670 30

Operating Expenses:	
Maintenance	\$2,287 28
Supplies:	
Power	1,788 18

Interest on bonds or loans	1,753 84
Total cost of production..	\$5,829 30

Capital Expenditure.

Reservoirs	
Cost of mains	\$29,576 85
Cost of pumping equipment..	7,000 00
Cost of hydrants and meters.	1,500 00
Cost of real estate and build- ings	2,800 00
Other assets	9,000 00
Total assets	\$49,876 85

Debentures or bonds current..Not given

WATER WORKS, MUNICIPALITY OF PORT ELGIN.

(December 31st, 1915.)

Plant installed, 1906.
Gravity or pumping system. Pumping.
Number of gallons pumped per year. Unknown.
Total daily capacity of pumps, 1,080,000 gallons.
Average daily consumption.. Unknown.
Cost of production for 1,000 gallons. Unknown.
Population of municipality, 1,295.

Gross Earnings:	
From sale of water	\$1,075 39
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources	
<hr/>	
Total income	\$1,075 39
*Less operating expenses	2,987 36
<hr/>	
Deficiency for year	\$1,912 95
Operating Expenses:	
Salaries of officers,	
superintendents,	
clerks, etc.	\$30 00

Office supplies and expenses		
Insurance		
Legal expenses and damages ...		
Other expenses ..		
Wages	275 00	
<hr/>		\$305 00
Supplies—Fuel	\$725 00	
Pumping station supplies	56 00	
Filtration supplies		
Other supplies ...	233 23	
<hr/>		1,014 23
For repairs and renewals		
*Interest on bonds or loans	1,668 13	
<hr/>		1,668 13
<hr/>		
Total cost of production..	\$2,987 36	
<hr/>		
Capital expenditure	\$42,600 00	
<hr/>		
Debentures or bonds current.	\$34,926 62	
<hr/>		
*Do not include annual partial redemption of debenture debt.		

WATER WORKS, MUNICIPALITY OF PORT HOPE.

(December 31st, 1915.)

Plant installed, 1896.
Gravity or pumping system. Pumping.
Number of gallons pumped per year, 57,750,400.
Total daily capacity of pumps, 2,448,000 gallons.
Average daily consumption, 158,220 gals.
†Cost of production for 1,000 gals., .13.21.
Population of municipality, 5,000.

Gross Earnings:	
From sale of water	
By meter	\$8,780 02
By contract	2,660 19
From sale of meters	
From permits tapping mains	
From other sources	8 50
<hr/>	
Total income	\$11,448 71
*Less operating expenses	7,632 30
<hr/>	
Surplus for year	\$3,816 41

Operating Expenses:	
Salaries of officers,	

†Does not include cost due to annual partial redemption of debenture debt.

superintendents, clerks, etc.	\$800 00	
Office supplies and expenses	194 19	
Insurance		
Legal expenses and damages ..		
Other expenses ..	396 40	
Wages	1,404 00	
<hr/>		\$2,794 59
Supplies—Fuel	\$1,528 33	
Pumping station supplies	135 39	
Filtration supplies	13 16	
Other supplies ...		
<hr/>		1,676 88
For repairs and renewals	\$786 83	
To sinking fund ...	315 30	
*Interest on bonds or loans	2,058 70	
<hr/>		3,160 83
<hr/>		
Total cost of production.	\$7,632 30	
<hr/>		
*Do not include annual partial redemption of debenture debt.		

WATER WORKS, MUNICIPALITY OF PORT HOPE.—*Continued.**Capital Expenditure.*

Reservoirs	\$16,857 13
Cost of mains	50,722 00
Cost of service pipes	13,320 00
Cost of hydrants	4,567 00
Cost of real estate and build- ings	9,413 82
Other assets	3,500 00

*Total assets \$98,379 95

Debentures or bonds current..	\$42,928 88
Sinking fund	2,283 86

Total liabilities \$40,645 02

*Another portion of report states that total investment in water works has been \$123,988.87.

WATER WORKS, MUNICIPALITY OF PORT PERRY.

(December 31st, 1915.)

Plant installed, 1903.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year	
Unknown.	
Total daily capacity of pumps, 720,000	
gallons.	
Average daily consumption. Unknown.	
Cost of production for 1,000 gallons. Un- known.	
Population of municipality, 1,173.	
Gross Earnings:	
From sale of water	
By meter	
By contract	\$750 00
From sale of meters	

From permits tapping mains	
From other sources	

Total income \$750 00

Less operating expenses

Surplus or deficiency for
year

Operating Expenses:

Joint account for electric light and water works.	
Capital Expenditure	Nil
Total liabilities	Nil

WATER WORKS, MUNICIPALITY OF PORT STANLEY.

(December 31st, 1915.)

Only auditor's reports for 1913, 1914 and 1916 received—each of which shows a deficit for the year's operation.

WATER WORKS, MUNICIPALITY OF PRESCOTT.

(December 31st, 1915.)

Plant installed, 1900.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year, 92,000,000.	
Total daily capacity of pumps, 2,888,000.	
Average daily consumption, 252,041 gals.	
Cost of production for 1,000 gals., .11.00.	
Population of municipality, 3,000.	

Gross Earnings:	
From sale of water	\$8,284 73
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources	

Total income \$8,284 73

Less operating expenses 10,125 54

Deficiency for year \$1,840 81

Operating Expenses:	
Salaries of offi- cers, superin- tendents, clerks, etc.	\$1,756 00
Office supplies and expenses.	
Insurance	112 68
Legal expenses and damages ..	
Other expenses ..	281 50
Wages	
	\$2,150 18

Supplies—Electric power	\$1,555 82
Pumping station supplies	200 00
Filtration supplies	
Other supplies ...	350 00
	2,105 82

WATER WORKS, MUNICIPALITY OF PRESCOTT.—Continued.

For repairs and re-	
newals	
Interest on bonds or	
loans and partial	
debenture redemp-	
tion	\$5,869 54
	<hr/> 5,869 54
Total cost of production..	\$10,125 54

Capital Expenditure.

Reservoirs	
Cost of mains	\$39,520 00
Cost of service pipes	7,185 00
Cost of hydrants	2,730 00
Cost of real estate and build-	
ings	4,050 00
Other assets	18,000 00
	<hr/>
Total assets	\$71,485 00
Debentures or bonds current.	\$78,264 63

WATER WORKS, MUNICIPALITY OF PRESTON.

(December 31st, 1915.)

Plant installed, 1906.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year. Un-	
known.	
Total daily capacity of pumps, 2,880,000	
gallons.	
Average daily consumption. Unknown.	
Cost of production for 1,000 gallons. Un-	
known.	
Population of municipality, 4,949.	

Pumping station	
supplies	130 87
Filtration supplies	
Other supplies....	
	<hr/>
	\$1,339 20
For repairs and re-	
newals	\$831 17
*Interest on bonds	
or loans	6,453 06
	<hr/>
	7,284 23
Total cost of production..	\$10,493 56

Capital Expenditure.

Gross Earnings:	
From sale of water	
By meter	\$5,043 15
By contract	3,993 99
From sale of meters	
From permits tapping mains	
From other sources	4,587 56
	<hr/>
Total income	\$13,624 70
Less operating expenses	10,493 56
	<hr/>
Surplus for year	\$3,131 14
Operating Expenses: {	
Salaries of officers,	
superintendents,	
clerks, etc.	\$664 80
Office supplies and	
expenses	
Insurance	121 00
Legal expenses	
and damages ..	
Other expenses ...	327 21
Wages	757 12
	<hr/>
Supplies—Fuel:	
Electric power..	\$663 12
Coal	543 21

Reservoirs	\$12,518 41
Cost of mains and hydrants..	81,379 94
Cost of service pipes	16,506 72
Cost of hydrants	
Cost of real estate and build-	
ings	7,916 72
Other assets	34,548 79
	<hr/>
†Total assets	\$152,870 58
Debentures or bonds current.	\$122,087 93
Bank overdraft	25,218 97
Other liabilities	34 91
	<hr/>
Total liabilities	\$147,341 81
*No debentures cancelled this year.	
†Total investment in water works is	
elsewhere in report given as \$149,404.05.	

WATER WORKS, MUNICIPALITY OF RAINY RIVER.

(December 31st, 1915.)

Plant installed, 1910.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year.	
Approximately, 12,410,000.*	
Total daily capacity of pumps, 500,000	
gallons.	

Average daily consumption, 34,000* gals.	
Cost of production for 1,000 gallons. Ap-	
proximately, .59.14.*	
Population of municipality, 1,385.	
	<hr/>
*These figures are evidently unreliable.	

WATER WORKS, MUNICIPALITY OF RAINY RIVER.—Continued.

Gross Earnings:

From sale of water	
By meter	\$592 32
By contract	5,267 40
From sale of meters	
From permits tapping mains	
From other sources	

Total income	\$5,859 72
Less operating expenses	7,339 59

Deficiency for year \$1,581 19

Operating Expenses:

Salaries of officers, superintendents, clerks, etc.	\$427 60
Office supplies and expenses	22 87
Insurance	5 00
Legal expenses and damages ..	
Other expenses...	76 65
Wages	1,560 00

2,152 12

Supplies—Gasoline .	\$3,013 73
Pumping station supplies	79 15
Filtration supplies	6 00
Other supplies ...	118 63

3,217 51

For repairs and re-

newals	\$394 96
Interest on bonds or loans	1,575 00
	1,969 96

Total cost of production.. \$7,339 59

Capital Expenditure.

Reservoirs	
Cost of mains	\$17,994 40
Cost of service pipes	3,908 31
Cost of hydrants	1,748 39
Cost of real estate and build- ings	2,344 70
Other assets	10,229 79

Total assets \$36,225 59

Debentures and bonds current	\$36,900 00
Municipal overdraft	1,837 36
Other liabilities	3,165 26

Gross liabilities \$41,902 62
Sinking fund 6,350 12

\$35,552 50

WATER WORKS, MUNICIPALITY OF RENFREW.

(December 31st, 1915.)

Plant installed, 1897.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
312,000,000.
Total daily capacity of pumps, 2,880,000
gallons.
Average daily consumption, 854,800 gals.
Cost of production for 1,000 gals., .03.17.
Population of municipality, 4,278.

Gross Earnings:

From sale of water	\$13,495 88
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources	

Total income	\$13,495 88
Less operating expenses	9,895 63

Surplus for year \$3,600 25

Operating Expenses:

Salaries of officers, superintendents, clerks, etc.	\$233 34
Office supplies and expenses	
Insurance	
Legal expenses and damages ..	

Other expenses ..

Wages	629 79
	\$863 13

Supplies—Power for

pumping	\$2,000 00
Pumping station supplies	
Filtration supplies	434 85
Other supplies ...	174 09
	2,608 94

For repairs and re-

newals	288 16
Interest on bonds or loans, and includ- ing debt payment.	6,135 40
	6,423 56

Total cost of production.. \$9,895 63

Capital Expenditure.

Reservoirs	\$60,011 10
Cost of mains	123,248 93
Cost of service pipes	9,881 71
Cost of hydrants	7,621 00
Other assets	9,046 39

Total assets \$209,809 13

Debentures or bonds current.	\$72,889 65
Bank overdraft	1,930 20

Total liabilities \$74,819 85

WATER WORKS, MUNICIPALITY OF RIDGETOWN.

(December 31st, 1915.)

Plant installed, 1911.
Gravity or pumping system. Pumping.
*Number of gallons pumped per year. Approximately 8,000,000.
Total daily capacity of pumps, 1,008,000 gallons.
*Average daily consumption, 21,918 gals.
*Cost of production for 1,000 gals., .27.01.
Population of municipality, 2,389.
*Evidently unreliable.

Gross Earnings:
From sale of water
 By meter \$77 75
 By contract 1,141 00
From sale of meters
From permits tapping mains
From other sources 18 90

Total income \$1,237 65
*Less operating expenses 2,161 27

Deficiency for year \$923 62

Operating Expenses:
Salaries of officers, superintendents, clerks, etc. \$960 00
Office supplies and expenses 35 85
Insurance
Legal expenses and damages ... 15 50
Other expenses ..
Wages 34 83

\$1,046 18

Supplies—Fuel \$192 46
Pumping station supplies 1 00
Filtration supplies
Other supplies ...

193 46

For repairs and renewals \$20 38
Interest on bonds or loans 901 25

921 63

Total cost of production.. \$2,161 27

Capital Expenditure.

Storage wells and tanks \$12,320 00
Cost of mains and conduits... 12,708 00
Cost of pumping equipment .. 10,872 00
Cost of hydrants and meters.. 3,876 00
Cost of real estate and buildings 6,370 00
Other assets 3,854 00

Total assets \$50,000 00

Debentures or bonds current. \$10,000 00
Bank overdraft 2,806 33
Other liabilities 5,153 07

Total liabilities \$17,959 40

*Do not include any partial redemption of principal of debt.

WATER WORKS, MUNICIPALITY OF ST. CATHARINES.

(December 31st, 1915.)

Plant installed, 1878.
Gravity or pumping system. Gravity.
Number of gallons used per year, 945,606,032.
Average daily consumption, 2,590,564 gallons.
Cost of production for 1,000 gals., .03.93.
Population of municipality, 17,880.

Gross Earnings:
From sale of water
 By meter \$13,481 16
 By contract 37,165 16
From rental of meters 1,641 70
From hydrant service 6,985 00
From other sources 5,644 17

Total income \$64,917 19
Less operating expenses 47,147 50

Surplus for year \$17,769 69

Operating Expenses:
Salaries of officers, superintendents, clerks, etc. \$4,320 00
Office supplies and expenses 94 94
Insurance 22 10
Legal expenses and damages .. 127 90
Other expenses.
Wages

\$4,564 94

Supplies—Fuel
Pumping station supplies
Filtration supplies
Other supplies—meters \$1,831 24

1,831 24

WATER WORKS, MUNICIPALITY OF ST. CATHARINES.—Continued.

For repairs and re-	
newals	\$5,838 89
To sinking fund—	
approximately . . .	8,372 67
Interest on bonds or	
loans	26,539 76
	<u>40,751 32</u>
Total cost of production..	\$47,147 50

Capital Expenditure.

Capital expenditure to 1915.	\$886,183 45
Reservoirs	
Cost of mains	} Extensions to 1916 20,840 21
Cost of service pipes	
Cost of hydrants....	
Cost of real estate and buildings	
Other assets—stock and tools	2,406 73
	<u>Total assets \$909,430 59</u>
Debentures or bonds current	\$641,800 00
Less sinking fund	145,738 53
	<u>Total liabilities \$496,061 47</u>

WATER WORKS, MUNICIPALITY OF ST. MARY'S.

(December 31st, 1915.)

Plant installed, 1899.	
Gravity or pumping system. Pumping.	
Number of gallons pumped per year.	
Unknown.	
Total daily capacity of pumps, 2,152,000 gallons.	
Average daily consumption. Unknown.	
Cost of production for 1,000 gallons. Un- known.	
Population of municipality, 3,897.	
Gross Earnings:	
From sale of water	
By meter	
By contract	4,429 71
From sale of meters	
From permits tapping mains	150 00
From other sources	2,806 66
	<u>Total income \$7,386 37</u>
Less operating expenses	8,751 59
	<u>Deficiency for year \$1,365 22</u>
Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$710 39
Office supplies and expenses	453 66
Insurance	
Legal expenses and damages ..	
Other expenses ..	
Wages	686 37
	<u>\$1,850 42</u>

Supplies—Fuel	\$1,029 23
Pumping station supplies	101 40
Filtration supplies	
Other supplies	1,554 84
	<u>2,685 47</u>
For repairs and re-	
newals	\$730 44
Interest on bonds or loans and debenture payment	3,485 26
	<u>4,215 70</u>
Total cost of production.	\$8,751 59

Capital Expenditure.

Cost of mains and hydrants..	\$41,946 31
Cost of service pipes	3,997 97
Cost of real estate and build- ings	17,704 59
Other assets	541 34
	<u>Total assets \$64,190 21</u>
Debentures or bonds current..	\$48,679 06
Bank overdraft	
Municipal overdraft	1,280 27
	<u>Total liabilities \$49,959 33</u>

WATER WORKS, MUNICIPALITY OF ST. THOMAS.

(December 31st, 1915.)

Plant installed, 1874.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
657,099,710.
Total daily capacity of pumps, 9,000,000
gallons.
Average daily consumption, 1,800,273
gallons.
†Cost of production for 1,000 gals., .07.08.
Population of municipality, 17,164.

Gross Earnings:
From sale of water
By meter \$24,947 77
By contract 23,815 19
From sale of meters
From permits tapping mains
From other sources 639 35

Total income \$49,402 31
*Less operating expenses 40,535 46

Surplus for year \$8,866 85

Operating Expenses:
Salaries of officers,
superintendents,
clerks, etc. \$4,076 00
Office supplies and
expenses 154 00
Insurance 307 25
Legal expenses
damages

†Does not include partial redemption
of debenture debt.

Other expenses .. 378 28
Wages 6,749 45
----- \$11,664 98
Supplies—Fuel:
Electric power.. \$1,119 43
Coal 3,964 75
Pumping station
supplies 6,261 27
Filtration supplies 1,865 51
Other supplies ...
----- 13,210 96
For repairs and re-
newals \$3,475 30
*Interest on bonds
or loans 12,184 22
----- 15,659 52

Total cost of production.. \$40,535 46
Capital Expenditure.

Reservoirs \$41,488 39
Cost of mains..... }
Cost of service pipes..... } 324,485 20
Cost of hydrants..... }
Cost of real estate and build-
ings 57,421 53
Other assets 95,176 41

Total assets \$418,571 53

Debentures or bonds current \$270,857 43

*Do not include partial redemption of
debenture debt.

WATER WORKS, MUNICIPALITY OF SEAFORTH.

(December 31st, 1915.)

Plant installed, 1877.
Gravity or pumping system. Pumping.
Number of gallons pumped per year.
Not given.
Total daily capacity of pumps, 1,800,000
gallons.
Average daily consumption. Not given.
Cost of production for 1,000 gals. Not
given.
Population of municipality. Approxi-
mately, 1,900.

Gross Earnings:
From sale of water
By meter
By contract \$867 50
From sale of meters
From permits tapping mains
From other sources —
hydrants 750 00

Total income \$1,617 50
Less operating expenses 1,279 76

*Surplus or deficiency for
year \$337 74

Operating Expenses:
Salaries of officers,
superintendents,
clerks, etc.
Office supplies and
expenses \$20 00
Insurance
Legal expenses
and damages ...
Other expenses .. 17 22
Wages 546 00
----- \$583 22
Supplies—Fuel \$608 31
Pumping station
supplies 60 00
Filtration supplies
Other supplies....
----- 668 31
For repairs and re-
newals \$28 23
*Interest on bonds
or loans
----- 28 23
Total cost of production.. \$1,279 76

*No details re bonds or debentures ap-
pear in report.

WATER WORKS, MUNICIPALITY OF SEAFORTH.—Continued.

Capital Expenditure.	Other assets
Capital expenditure \$14,500 00	Total assets \$14,500 00
Reservoirs	Debentures or bonds current
Cost of mains	Bank overdraft.....
Cost of service pipes.....	Municipal overdraft.....
Cost of hydrants	Total liabilities.....
Cost of real estate and build- ings	} Not given

WATER WORKS, MUNICIPALITY OF SHELBURNE..

(December 31st, 1915.)

Plant installed, 1889.	Office supplies and expenses
Gravity or pumping system. Pumping.	Insurance
Number of gallons pumped per year.	Legal expenses and damages ..
Unknown.	Other expenses ..
Total daily capacity of pumps. Unknown.	Wages \$250 00
Average daily consumption. Unknown.	
Cost of production for 1,000 gallons. Un- known.	\$250 00
Population of municipality, 1,000.	Supplies—Gasoline . \$659 89
	Pumping station supplies
Gross Earnings:	Filtration supplies
From sale of water	Other supplies ...
By meter	
By contract \$1,806 00	659 89
From sale of meters.....	For repairs and re- newals
From permits tapping mains	*Interest on bonds or loans
From other sources	
	Total cost of production.. \$909 89
Total income \$1,806 00	Capital expenditure \$20,509 00
Less operating expenses 909 89	Debentures or bonds current. \$11,270 33
*Surplus for year (gross) \$996 11	*Amount of debenture payment not given in report
Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	

WATER WORKS, MUNICIPALITY OF SIMCOE.

(December 31st, 1915.)

Plant installed, 1907.	Less operating expenses 7,531 39
Gravity or pumping system. Pumping.	*Surplus for year \$3,220 31
Number of gallons pumped per year, 46,704,000.	Operating Expenses:
Total daily capacity of pumps, 2,160,000 gallons.	Salaries of officers, superintendents, clerks, etc. \$820 00
Average daily consumption, 127,596 gals.	Office supplies and expenses 86 74
Cost of production for 1,000 gals., .16.13.	Insurance
Population of municipality, 4,160.	Legal expenses and damages ...
Gross Earnings:	Other expenses .. 25 00
From sale of water	Wages 900 00
By meter	\$1,831 74
By contract	*Extensions paid out of revenue. Town pays debentures and receives, in return, surplus from water works.
From rent of meters 2,131 39	
From permits tapping mains	
From other sources 50 00	
Total income \$10,751 70	

WATER WORKS, MUNICIPALITY OF SIMCOE.—Continued.

Supplies—Gas	\$375 70			<i>Capital Expenditure.</i>	
Pumping station supplies	173 29			Reservoirs	\$11,868 90
Filtration supplies				Cost of mains	45,569 17
Other supplies	155 69			Cost of service pipes	6,550 83
		704 68		Cost of hydrants	2,903 78
For repairs and re- newals	\$263 25			Cost of real estate and build- ings	21,093 20
Interest on bonds or loans	4,732 12			Other assets	8,698 25
		4,995 37			
Total cost of production..	\$7,531 79			Total assets	\$96,684 13
				Debentures or bonds current.	\$64,382 20
				Bank overdraft	
				Municipal overdraft	
				Total liabilities	

WATER WORKS, MUNICIPALITY OF SMITH'S FALLS.

(December 31st, 1915.)

Plant installed, 1900.		Insurance	
Gravity or pumping system. Pumping.		Legal expenses	
Number of gallons pumped per year,		and damages ...	
575,000,000.		Other expenses ..	75 50
Total daily capacity of pumps, 3,000,000		Wages	
gallons.			\$3,134 64
Average daily consumption, 1,575,342 gals.		Supplies—Fuel	\$1,697 37
Cost of production for 1,000 gals., .02.06.		Pumping station	
Population of municipality, 6,021.		supplies	
		Filtration supplies	
Gross Earnings:		Other supplies ...	
From sale of water			1,697 37
By meter	\$3,740 79	For repairs and re- newals	\$862 67
By contract	11,706 35	*Interest on bonds or loans (esti- mated)	6,200 00
From sale of meters			7,062 87
From permits tapping mains			
From other sources			
Total income	\$15,447 14	Total cost of production.	\$11,894 88
*Less operating expenses	11,894 88		
Surplus for year	\$3,552 26	<i>Capital Expenditure.</i>	

Operating Expenses:		Not given.	
Salaries of officers, superintendents, clerks, etc.	\$2,837 15	Debentures or bonds current—estimated at \$140,000.00.	
Office supplies and expenses	221 99		
		*Evidently do not include annual par- tial redemption of debt.	

WATER WORKS, MUNICIPALITY OF SOUTHAMPTON.

(December 31st, 1915.)

Plant installed, 1901.		Gross Earnings:	
Gravity or pumping system. Pumping.		From sale of water	
Number of gallons pumped per year,		By meter	\$118 11
93,000,000.		By contract	2,787 32
Total daily capacity of pumps, 1,300,000		From sale of meters	
gallons.		From permits tapping mains	
Average daily consumption, 254,800 gals.		From other sources	
Cost of production for 1,000 gals., .04.37.			
Population of municipality: Winter,			
1,648; Summer, 2,250.		Total income	\$2,905 43

WATER WORKS, MUNICIPALITY OF SOUTHAMPTON.—Continued.

Less operating expenses	4,062 98	For repairs and re-	
		newals	\$169 84
*Deficiency for year	\$1,157 55	*Interest on bonds	
		or loans	1,406 43
Operating Expenses:			1,576 27
Salaries of officers,		Total cost of production..	\$4,062 98
superintendents,			
clerks, etc.	\$825 00	Capital Expenditure.	
Office supplies and		Reservoirs.....	\$44,052 37
expenses	20 00	Cost of mains.....	
Insurance		Cost of service pipes.....	
Legal expenses		Cost of hydrants.....	
and damages ..	20 00	Cost of real estate and build-	
Other expenses —		ings.....	
night pumping..	354 00	Other assets—rates not col-	
Wages		lected	269 43
	\$1,219 00	Total assets	\$44,321 80
Supplies:		Debentures or bonds current..	\$31,996 94
Electric power..	\$910 00	*Annual debenture payment not in-	
Coal	353 26	cluded.	
Pumping station			
supplies	4 45		
Filtration supplies			
Other supplies ...			
	1,267 71		

WATER WORKS, MUNICIPALITY OF STAYNER.

(December 31st, 1915.)

Plant installed, 1898.	From permits tapping mains	
Gravity or pumping system. Gravity.	From other sources	939 81
Number of gallons used per year. Un-		
known.	Total income	\$1,189 81
Average daily consumption. Unknown.	Less operating expenses	
Cost of production for 1,000 gallons. Un-	Surplus or deficiency for year.	
known.		
Population of municipality. Approxi-	Operating Expenses:	
mately, 1,000.	Not given.	
	Capital expenditure	\$25,000 00
Gross Earnings:	Debentures current	\$13,859 33
From sale of water	Bank overdraft	
By meter	Municipal overdraft	
By contract (G. T. Ry.)..		
\$250 00	Total liabilities	
From sale of meters		

WATER WORKS, MUNICIPALITY OF STEELTON.

(December 31st, 1915.)

Plant installed, 1906.	By contract	
Gravity or pumping system. Pumping.	From sale of meters	
Number of gallons pumped per year,	From permits tapping mains	
310,250,000.	From other sources	141 42
Total daily capacity of pumps, 1,728,000		
gallons.	Total income	\$13,090 85
Average daily consumption, 850,000 gals.	*Less operating expenses	9,420 62
*Cost of production for 1,000 gals., .0333.		
Population of municipality. Approxi-	Gross surplus for year ...	\$3,670 23
mately, 6,000.		
Gross Earnings:		
From sale of water	*Does not include cost due to annual	
\$12,949 43	partial redemption of debt.	
By meter		

WATER WORKS, MUNICIPALITY OF STEELTON.—Continued.

Operating Expenses:		Capital Expenditure.	
Salaries of officers, superintendents, clerks, etc.	\$1,190 00	Reservoirs.....	\$111,304 42
Office supplies and expenses	71 08	Cost of mains.....	
Insurance		Cost of service pipes.....	
Legal expenses and damages ..		Cost of hydrants.....	
Other expenses ..		Cost of real estate and buildings.....	
Wages	891 24	Other assets.....	
	\$2,152 32	Total assets	\$111,304 42
Supplies—Fuel		Debentures or bonds current	\$108,595 49
Pumping station supplies	1,346 86	Municipal overdraft	135 05
Filtration supplies		Other liabilities	231 19
Other supplies ...	491 67		
	1,838 53	Gross liabilities	\$108,961 73
For repairs and re- newals		Less sinking fund	884 40
*Interest on bonds or loans, say 5% on \$108,595.49 ...	\$5,429 77	Net liabilities	\$108,077 33
	5,429 77	*Do not include annual partial redemp- tion payment on debenture and other debts.	
Total cost of production..	\$9,420 62		

WATER WORKS, MUNICIPALITY OF STOUFFVILLE.

(December 31st, 1915.)

Plant installed, 1897.		Insurance	
Gravity or pumping system. Gravity.		Legal expenses and damages ..	
Number of gallons used per year. Un- known.		Other expenses ..	
Average daily consumption. Unknown.		Wages	
Cost of production for 1,000 gallons. Un- known.			
Population of municipality, 1,025.		Supplies—Fuel	
Gross Earnings:		Pumping station supplies	
From sale of water		Filtration supplies	
By meter		Other supplies ...	
By contract	\$935 56		
From sale of meters		For repairs and re- newals	\$392 05
From permits tapping mains		*Interest on bonds or loans	577 48
From other sources			969 53
		Total cost of production..	\$969 53
Total income	\$935 56	Capital expenditure	\$30,000 00
Less operating expenses	969 53	Debentures or bonds current..	\$13,569 00
*Deficiency for year	\$33 97	*Do not include annual debenture pay- ment.	
Operating Expenses;			
Salaries of officers, superintendents, clerks, etc.			
Office supplies and expenses			

WATER WORKS, MUNICIPALITY OF STRATFORD.

(December 31st, 1915.)

Plant installed. Not given.
 Gravity or pumping system. Pumping.
 Number of gallons pumped per year,
 510,730,796.
 Total daily capacity of pumps, 6,630,000
 gallons.
 Average daily consumption, 1,412,961 gals.
 *Cost of production for 1,000 gals., .04.88.
 Population of municipality, 17,200.
 Gross Earnings:

From sale of water
 By meter and flat rates... \$42,963 48
 By contract
 From sale of meters
 From permits tapping mains
 From other sources 142 87

Total income \$43,106 35
 Less operating expenses 24,908 70

*Surplus for year \$18,197 65

Operating Expenses:

Salaries of officers,
 superintendents,
 clerks, etc. \$4,535 32

Office supplies and
 expenses 353 45

Insurance 343 17

Legal expenses
 and damages ..

Other expenses ..

Wages

\$5,231 94

*Does not include annual partial re-
 demption of debt.

Supplies—Fuel \$5,073 84

Pumping station
 supplies 541 45

Filtration supplies

Other supplies ... 711 19

6,326 48

For repairs and re-
 newals \$2,555 98

*Interest on bonds
 and loans 10,794 30

13,350 28

Total cost of production.. \$24,908 70

Capital Expenditure.

Reservoirs..... }
 Cost of mains..... } \$210,560 69
 Cost of service pipes..... }
 Cost of hydrants..... }

Cost of real estate and build-
 ings 98,149 86

Sinking fund 42,167 30

Other assets 13,104 69

Total assets \$363,982 54

Debentures or bonds current \$205,219 00

Bank overdraft 73,948 30

Municipal overdraft 66,380 43

Other liabilities 18,434 81

Total liabilities \$363,982 54

*Do not include annual debenture (or
 sinking fund) payment.

WATER WORKS, MUNICIPALITY OF STREETSVILLE.

(December 31st, 1915.)

Plant installed, 1911.
 Gravity or pumping system. Pumping.
 Number of gallons pumped per year.
 Not given.

Total daily capacity of pumps, 345,600
 gallons.

Average daily consumption. Not given.

Cost of production for 1,000 gallons. Un-
 known.

Population of municipality, 550.

Gross Earnings:

From sale of water
 By meter
 By contract \$765 00

From sale of meters
 From permits tapping mains

From other sources—hy-
 drants 600 00

Total income \$1,365 00

Less operating expenses 629 31

Surplus for year \$735 69

Operating Expenses:

Salaries of officers,
 superintendents,
 clerks, etc.

Office supplies and
 expenses

Insurance

Legal expenses
 and damages ..

Other expenses ..

Wages \$159 20

\$159 20

Supplies—Fuel

Pumping station
 supplies

Other supplies —
 services \$68 90

68 90

WATER WORKS, MUNICIPALITY OF STREETSVILLE.—Continued.

For repairs and re-		Cost of service pipes	
newals		Cost of hydrants	487 00
Interest on bonds or		Cost of real estate and build-	
loans	\$401 21	ings	
		Other assets	
	<u>\$401 21</u>		
Total cost of production..	\$629 31	Total assets	\$7,100 00
Capital Expenditure.		Debentures or bonds current..	\$4,681 12
Reservoirs			
Cost of mains	\$6,613 00		

WATER WORKS, MUNICIPALITY OF STRATHROY.

(December 31st, 1915.)

Plant installed, 1903.		Supplies — Fuel and	
Gravity or pumping system. Pumping		electric power,	
(standpipe).		etc.	\$1,707 77
Number of gallons pumped per year,		Pumping station	
73,200,000.		supplies ..	965 04
Total daily capacity of pumps: 576,000		Filtration supplies	
(domestic); 2,160,000 (fire).		Other supplies ...	
Average daily consumption, 200,000 gals.			<u>\$2,672 81</u>
Cost of production for 1,000 gals., .10.35.		For repairs and re-	
Population of municipality, 2,996.		newals ..	
		Interest on bonds or	
Gross Earnings:		loans	\$2,827 22
From sale of water			<u>2,827 22</u>
By meter	\$5,779 91	Total cost of production..	\$7,574 62
By contract.....		Capital Expenditure.	
From sale of meters			
From permits tapping mains		Reservoirs.....	\$48,000 00
From other sources	102 72	Cost of mains.....	
	<u></u>	Cost of service pipes.....	
Total income	\$5,882 63	Cost of hydrants.....	
Less operating expenses	7,574 62	Cost of real estate and build-	
	<u></u>	ings.....	
Deficiency for year	\$1,691 99	Other assets.....	
Operating Expenses:			<u></u>
Salaries of officers,	\$762 15	Total assets	\$48,000 00
superintendents,		Debentures or bonds current	} Not given
clerks, etc.....		Bank overdraft.....	
Office supplies and		Municipal overdraft	
expenses			<u></u>
Insurance		Total liabilities	
Legal expenses			
and damages ..			
Other expenses ...			
Wages	1,312 44		
	<u>\$2,074 59</u>		

WATER WORKS, MUNICIPALITY OF STURGEON FALLS.

(December 31st, 1915.)

Plant installed, 1903.		Gross Earnings:	
Gravity or pumping system. Pumping.		From sale of water	
Number of gallons pumped per year.		By meter	
Unknown.		By contract	
Total daily capacity of pumps. Not given.		From sale of meters	
Average daily consumption. Unknown.		From permits tapping mains	
Cost of production for 1,000 gallons. Un-		From other sources	
known.			<u></u>
Population of municipality, 3,081.		Total income	\$5,000 00

WATER WORKS, MUNICIPALITY OF STURGEON FALLS.—Continued.

Less operating expenses	4,501 06	Supplies—Fuel	
		Pumping contract.	\$1,500 00
Surplus for year	\$498 94	Filtration supplies	
		Other supplies ..	
Operating Expenses:			1,500 00
Salaries of officers,		For repairs and re-	
superintendents,		newals	
clerks, etc.		Debenture payment.	\$1,301 06
Office supplies and			1,301 06
expenses			
Insurance		Total cost of production..	\$4,501 06
Legal expenses		Capital expenditure	\$44,375 92
and damages ..		Debentures or bonds current..	\$19,515 90
Other expenses ..			
Wages	\$1,700 00		
	\$1,700 00		

WATER WORKS, MUNICIPALITY OF SUDBURY.

(December 31st, 1915.)

Plant installed, 1895.	Other expenses ..	5,775 00	
Gravity or pumping system. Pumping.	Wages	3,295 16	
Number of gallons pumped per year,			10,673 45
361,203,000.	Supplies—Fuel	\$253 02	
Total daily capacity of pumps, 4,608,000	Pumping station		
gallons.	supplies	603 53	
Average daily consumption, 989,600 gals.	Filtration supplies	52 13	
*Cost of production for 1,000 gals., .04.86.	Other supplies	252 26	
Population of municipality. Approxi-			1,160 94
mately, 7,000.	For repairs and re-		
	newals (included		
	in above)		
Gross Earnings:	*Interest on bonds		
From sale of water.....	or loans	\$5,751 97	
By meter.....			\$5,751 97
By contract.....			
From sale of meters			
From permits tapping mains			
From other sources			
Total income	Total cost of production.	\$17,586 36	
*Less operating expenses	Capital Expenditure.		
	Tank	\$15,000 00	
Gross surplus for year... \$10,219 49	Cost of mains	128,197 71	
	Cost of service pipes	37,374 80	
Operating Expenses:	Cost of hydrants	6,128 00	
Salaries of officers,	Cost of real estate and build-		
superintendents,	ings	10,000 00	
clerks, etc.	Other assets	22,070 67	
Office supplies and			
expenses	Total assets	\$218,771 18	
Insurance	Debentures or bonds current.	\$106,807 00	
Legal expenses	Bank overdraft		
and damages ..	Other liabilities	1,326 81	
	Total liabilities	\$108,133 81	

*Does not include cost due to annual partial redemption of debt.

*Do not include annual partial redemption of debenture debt.

WATER WORKS, MUNICIPALITY OF TEESWATER.

(December 31st, 1915.)

Plant installed, 1889.	Average daily consumption. Not given.
Gravity or pumping system. Pumping.	Cost of production for 1,000 gallons. Not given.
Number of gallons pumped per year.	Population of municipality, 823.
Not given.	
Total daily capacity of pumps, 720,000	
gallons.	

WATER WORKS, MUNICIPALITY OF TEESWATER.—*Continued.*

Gross Earnings:		Contract for pump-	
From sale of water		ing	240 00
By meter			<u>\$287 37</u>
By contract		For repairs and re-	
From sale of meters		newals	\$48 85
From permits tapping mains		Interest on bonds or	
From other sources		loans	111 05
			<u>159 90</u>
Total income		Total cost of production..	\$447 20
Less operating expenses	\$447 20		
		<i>Capital Expenditure.</i>	
Cost of water for fire pro-		Reservoirs	
tection	\$447 20	Cost of mains	
Operating Expenses:		Cost of service pipes	
Salaries of officers,		Cost of hydrants, boilers,	
superintendents,		engines and pumps	\$1,300 00
clerks, etc.		Cost of real estate and build-	
Office supplies and		ings	3,300 00
expenses		Other assets	
Insurance	\$35 37		<u>\$4,600 00</u>
Legal expenses		Total assets	\$4,600 00
and damages ..		Debentures or bonds current.	\$837 00
Other expenses ..	12 00		

WATER WORKS, MUNICIPALITY OF TILBURY TOWN.

(December 31st, 1915.)

Plant installed, 1888.		Insurance	
Gravity or pumping system. Pumping.		Legal expenses	
Number of gallons pumped per year.		and damages ..	
Unknown.		Other expenses ..	
Total daily capacity of pumps. Pumps		Wages	
are operated by M. C. Ry. Co.			<u>\$635 20</u>
Average daily consumption. Unknown.		For repairs and re-	
Cost of production for 1,000 gallons. Un-		newals	\$3,110 10
known.		*Interest on bonds	
Population of municipality, 1,746.		or loans	350 00
			<u>3,460 00</u>
Gross Earnings:		Total cost of production..	\$4,095 20
From sale of water			
By meter		<i>Capital Expenditure.</i>	
By contract	\$1,158 00	Reservoirs	\$2,920 00
From sale of meters		Cost of mains	16,813 14
From permits tapping mains		Cost of service pipes	3,000 00
From other sources		Cost of hydrants	1,200 00
		Cost of real estate and build-	
Total income	\$1,158 00	ings	50 00
*Less operating expenses	4,095 20	Other assets	1,500 00
			<u>\$33,483 14</u>
Deficiency for year	\$2,937 20	Total assets	\$33,483 14
Operating Expenses:		Debentures or bonds current.	\$7,713 15
Contract for pump-			
ing	\$635 20		
Salaries of officers,			
superintendents,			
clerks, etc.			
Office supplies and			
expenses			

*Do not include annual partial redemp-
tion of debenture debt.

WATER WORKS, MUNICIPALITY OF TORONTO.

(December 31st, 1915.)

Plant installed, 1841.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
17,567,290,000.
Total daily capacity of pumps, 120,720,000
gallons.
Average daily consumption, 48,129,561
gallons.
Cost of production for 1,000 gals., .07.50.
Population of municipality. Approxi-
mately, 470,000.

Gross Earnings:
From sale of water
 By meter \$314,429 67
 By contract 692,119 65
From city 553,740 42
From permits tapping
 mains
From other sources 15,461 17

Total income\$1,575,750 91
Less operating expenses ... 1,318,091 68

Surplus for year \$257,659 23

Operating Expenses:
Salaries of officers, sup-
 erintendents, clerks,
 etc.
Office supplies and ex-
 penses
Insurance.....
Legal expenses and dam-
 ages..... } \$641,851 68
Other expenses.....
Wages.....
Supplies—Fuel.....
 Pumping station supplies.
 Filtration supplies.....
 Other supplies..... }
For repairs and renewals..
Interest on bonds and sink-
 ing fund payment 676,240 00

Total cost of production.\$1,318,091 68

Capital Expenditure.

Capital expenditure\$15,256,405 69
Reservoirs
Cost of mains
Cost of service pipes
Cost of hydrants
Cost of real estate and
 buildings
Other assets

Total assets \$15,256,405 69

Debentures or bonds cur-
 rent \$13,908,118 92
Other liabilities 1,221,508 58

\$15,129,627 50
Less sinking fund 2,055,060 90

Total liabilities \$13,074,566 60

WATER WORKS, MUNICIPALITY OF UXBRIDGE.

No domestic system.

WATER WORKS, MUNICIPALITY OF WALLACEBURG.

Plant not completed until December 23rd, 1915.

WATER WORKS, MUNICIPALITY OF WATERLOO.

(December 31st, 1915.)

Plant installed, 1899.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
94,570,400.
Total daily capacity of pumps, 3,500,000
gallons.

Average daily consumption, 259,095 gals.
*Cost of production for 1,000 gals., .11.44.
Population of municipality, 4,956.

*Does not include cost of annual par-
tial redemption of debenture debt.

WATER WORKS, MUNICIPALITY OF WATERLOO.—Continued.

Gross Earnings:

From sale of water	
By meter	\$7,395 84
By contract	5,635 37
From sale of meters	
From permits tapping mains	
From other sources	45 60

Total income	\$13,076 81
*Less operating expenses	10,816 65

Gross surplus for year.... \$2,260 16

Operating Expenses:

Salaries of officers, superintendents, clerks, etc.	\$2,682 57
Office supplies and expenses .. .	152 35
Insurance .. .	187 90
Legal expenses and damages ...	
Other expenses ..	445 81
Wages .. .	967 30
	<hr/>
	\$4,435 93

Supplies—Fuel .. .	\$431 96
Electric power....	1,144 47
Pumping station supplies .. .	108 10

Filtration supplies

Other supplies....	<hr/>	1,684 53
--------------------	-------	----------

For repairs and re-	
newals .. .	\$828 25

*Interest on bonds or loans	3,867 94
	<hr/>
	4,696 19

Total cost of production. \$10,816 65

Capital Expenditure.

Reservoirs, tanks and wells...	\$17,354 41
Cost of mains	68,381 17
Cost of pumping equipment..	17,570 98
Cost of hydrants and meters.	15,320 08
Cost of real estate and build-	
ings .. .	8,111 18
Other assets	1,968 12

Total assets\$128,705 94

Debentures or bonds current..	\$81,185 01
Bank overdraft	4,015 61
Other liabilities	2,054 85

Total liabilities\$87,255 47

*Do not include annual partial redemption of debenture debt.

WATER WORKS, MUNICIPALITY OF WELLAND.

(December 31st, 1915.)

Plant installed, 1885.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
576,480,880.
Total daily capacity of pumps, 10,750,000
gallons.
Average daily consumption, 1,579,400
gallons.
Cost of production for 1,000 gals., .02.61.
Population of municipality, 7,900.

Gross Earnings:

From sale of water	\$20,844 69
By meter	
By contract	1,745 00
From sale of meters	
From permits tapping mains	
From other sources	337 64

Total income	\$22,927 33
Less operating expenses	15,047 48

Surplus for year \$7,879 85

Operating Expenses:

Salaries of officers, superintendents, clerks, etc.	\$2,720 00
Office supplies and expenses	203 85

Insurance .. .	115 00
----------------	--------

Legal expenses and damages...	
Other expenses ..	1,288 90
Wages .. .	1,399 87

\$5,727 62

Supplies—Fuel .. .	
Pumping station supplies .. .	\$731 91
Filtration supplies	
Other supplies....	1,269 57

2,001 48

For repairs and re-	
newals .. .	
Interest on bonds, less 4% on sink-	
ing fund	\$7,318 38
	<hr/>
	7,318 38

Total cost of production.. \$15,047 48

Capital expenditure \$218,871 18

Total assets \$218,871 18

Debentures or bonds current	\$191,250 00
Less sinking fund	57,965 60
Municipal overdraft	

Total liabilities \$133,284 40

WATER WORKS, MUNICIPALITY OF WHITBY.

(December 31st, 1915.)

Plant installed, 1904.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
78,000,000.
Total daily capacity of pumps, 2,880,000
gallons.
Average daily consumption, 213,700 gals.
Cost of production for 1,000 gals., .09.84.
Population of municipality, 3,000.

Gross Earnings:	
From sale of water	
By meter	
By contract	\$7,906 26
From sale of meters	
From permits tapping mains	
From other sources	616 95
Total income	\$8,523 21
*Less operating expenses	7,697 28
Surplus for year	\$843 95

Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$765 00
Office supplies and expenses	145 00
Insurance	86 00
Legal expenses and damages ..	
Other expenses ..	
Wages	1,755 42
	\$2,751 42

Supplies—Fuel	\$640 84	
Pumping station supplies	84 50	
Filtration supplies		
Other supplies ...	314 02	
		1,039 36
For repairs and re- newals		
*Interest on bonds or loans	3,888 50	
		3,888 50
Total cost of production..		\$7,679 28

Capital Expenditure.

Reservoirs	
Cost of mains	
Cost of service pipes	
Cost of hydrants	
Cost of real estate and build- ings	
Other assets	
Total assets stated as	\$95,809 30

Debentures or bonds current..	Not given
Bank overdraft	
Municipal overdraft	
Total liabilities	

*Unable to say whether this does or
does not include annual partial redemp-
tion of debt, report containing no in-
formation re debenture debt.

WATER WORKS, MUNICIPALITY OF WILMINGTON.

(December 31st, 1915.)

Plant installed, 1888.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
240,098,000; apparently overstated.
Total daily capacity of pumps, 816,400
gallons.
Average daily consumption. Not given.
Cost of production for 1,000 gallons. Not
given.
Population of municipality, 2,158.

Gross Earnings:	
From sale of water	\$6,579 55
By meter	
By contract	
From sale of meters	
From permits tapping mains	
From other sources	
Total income	\$6,579 55
*Less operating expenses	2,910 43
Gross surplus for year...	\$3,669 12

Operating Expenses:	
Salaries of officers, superintendents, clerks, etc.	\$57 00
Office supplies and expenses	11 00
Insurance	
Legal expenses and damages ..	
Other expenses— outstanding ac- count	69 60
Wages	1,291 85
	\$1,409 45
Supplies—Fuel . . .	\$241 28
Electric power ...	771 75
Pumping station supplies (defici- ency)	331 18
Filtration supplies	
Other supplies ..	156 77
	1,500 98

*Do not include any debenture pay-
ment or interest on same.

WATER WORKS, MUNICIPALITY OF WILMINGTON.—Continued.

For repairs and re-
newals
Interest on bonds or
loans

Total cost of production
(less debenture charge). \$2,910 43

Capital Expenditure.

Reservoirs
Cost of mains
Cost of service pipes

Cost of hydrants
Cost of real estate and build-
ings
Other assets

Total assets stated as ... \$51,715 00

Debentures or bonds current. \$15,930 21
Bank overdraft
Municipal overdraft 69 60

Total liabilities \$15,999 81

WATER WORKS, MUNICIPALITY OF WINDSOR.

(December 31st, 1915.)

Plant installed, 1873.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
2,242,906,782.
Total daily capacity of pumps, 20,500,000
gallons.
Average daily consumption, 6,144,950.
Cost of production for 1,000 gals., .0278.
Population of municipality and Sandwich
(3,000), 30,000.

Gross Earnings:

From sale of water \$35,572 92
By meter 15,104 06
By contract 7,800 00
From sale of meters
From permits tapping mains 431 00
From other sources 5,835 87

Total income \$64,743 85
Less operating expenses 62,406 98
Surplus for year \$2,336 87

Operating Expenses:

Salaries of officers,
superintendents,
clerks, etc. \$6,500 00
Office supplies and
expenses 282 54
Insurance 210 00
Legal expenses
and damages .. 200 00

Other expenses .. 8,877 91
Wages 7,062 50
Supplies—Fuel \$7,559 01
Pumping station
supplies 607 60
Filtration supplies 1,491 33
Other supplies ...
9,657 94

For repairs and re-
newals
Interest on bonds or
loans and debentures paid \$20,880 76
29,616 09
Total cost of production.. \$62,406 98

Capital Expenditure.

Reservoirs
Cost of mains \$330,479 00
Cost of service pipes, gate
valves and vaults 10,900 00
Cost of hydrants 34,095 00
Cost of real estate and build-
ings 30,000 00
Other assets, including engines,
pumps, boilers and intakes. 135,810 00
Total assets \$541,284 00
Debentures or bonds current.. \$247,324 43

WATER WORKS, MUNICIPALITY OF WOODSTOCK.

(December 31st, 1915.)

Plant installed, 1880.
Gravity or pumping system. Pumping.
Number of gallons pumped per year,
472,750,315.
Total daily capacity of pumps, 8,000,000
gallons.
Average daily consumption, 1,295,206 gals.
Cost of production for 1,000 gals., .0457.
Population of municipality, 10,084.

Gross Earnings:

From sale of water
By meter \$7,407 57
By contract 16,196 21
From sale of meters
From permits tapping mains
From other sources — hy-
drant account 6,774 11
Total income \$30,377 89

WATER WORKS, MUNICIPALITY OF WOODSTOCK.—Continued.

Less operating expenses 21,598 07

Surplus for year \$8,779 82

Operating Expenses:

Salaries of officers,
superintendents,
clerks, etc. \$869 13

Office supplies and
expenses 163 78

Insurance 44 52

Legal expenses
and damages ..

Other expenses—
grants *200 00

Wages 2,640 00

..... \$3,917 43

Supplies—Fuel \$286 87

Electric power .. 3,447 43

Pumping station
supplies 661 16

Filtration supplies

Other supplies ...

..... 4,395 46

For repairs and re-
newals \$2,438 15

Interest on bonds
and sinking fund
payment 10,847 03

..... 13,285 18

Total cost of production.. \$21,598 07

Capital Expenditure.

Original purchase \$25,000 00

Reservoirs 11,146 91

Cost of mains 82,562 73

Cost of service pipes 21,685 18

Cost of hydrants 5,726 99

Cost of real estate and build-
ings 12,853 54

Other assets, including sink-
ing fund 144,210 19

Total assets\$303,185 19

Debentures or bonds current. \$182,442 99

Sinking fund 83,339 67

Net liabilities \$99,103 32

*Children's Shelter, \$50.00; Park Com-
mission, \$150.00.

PUBLIC UTILITIES—WATER WORKS.

Tabulated Statement compiled from returns from Municipalities for year ending Dec. 31st, 1915.

Municipality.	Population.	Water production in gallons.	Cost per 1,000 gallons.
			cents.
Alexandria	2,412	No record	No data
Alliston	1,385	Unknown	Unknown
Amherstburgh	2,500	150,000,000	Not given
Arnprior	4,200	130,000,000	7.53
Aylmer	2,300	No data	Unknown
Barrie	7,088	86,500,000	15.62
Beamsville	1,100	Unknown	Unknown
Beeton	640	"	"
Belleville	12,600	564,872,000	3.23
Blyth	706	Not given	Not given
Bothwell	Fire protection only	No data given	
Bowmanville	3,655	Unknown	Unknown
Bracebridge	3,000	35,850,000	16.27
Brampton	4,204	82,546,000	10.69
Brantford			
Bridgeburg	2,066	No record	Unknown
Brockville	9,500	814,464,913	3.49
Burk's Falls	1,009	No record	Unknown
Burlington	3,500	60,000,000	17.03
Carleton Place	No data furnished		
Campbellville	12,700	323,000,000	5.35
Chatham	12,700	323,000,000	5.35
Chapleau	2,400	84,616,900	9.64
Chesley	1,933	58,035,000	7.78
Cobalt	4,974	396,487,000	4.22
Cochrane	2,500	60,000,000	11.71
Collingwood	6,700	286,872,300	5.45
Cornwall	6,500	525,000,000	1.84
Creemore	600	Unknown	Unknown
Deseronto	2,207	"	"
Dresden	1,448	"	"
Dundas	4,652	{ 27,101, 62	26.39
Dunnville		{ not reliable	
Essex	1,400	Failed to report	
Exeter	1,608	26,280,000	20.53
Fenelon Falls		29,200,000	8.51
Fergus	1,700	Failed to report	
Fort Frances	3,000	18,610,000 {	Report contains no financial statement
Fort William	18,000	90,000,000	8.70
Galt	12,000	800,000,000	12.68
Gananoque		477,997,000	9.74
Georgetown		Failed to report	
Goderich	4,676	"	
Gravenhurst	appx. 2,000	140,000,000	9.29
Grimsby	1,836	30,000,000	9.02
Guelph	16,710	73,000,000	14.45
Haileybury	3,600	681,982,000	3.04
Hamilton	104,491	appx. 90,000,000	apprx. 13.13
Hanover	3,214	3,279,251,231	6.25
Harriston		Unknown	Unknown
Hawkesbury	4,643	Failed to report	
Huntsville		Unknown	"
Ingersoll		Failed to report	
Iroquois	900	"	"
Kenora	5,500	Unknown	"
		Not given {	Report lacks figures for calculation.

PUBLIC UTILITIES—WATER WORKS.—Continued.

Tabulated Statement compiled from returns from Municipalities for year ending Dec. 31, 1915.

Municipality.	Population.	Water production in gallons.	Cost per 1,000 gallons.
			cents.
Kincardine.....	Not given	54,000,000	7.35
Kingston	21,325	1,032,175,330	3.72
Kingsville	1,706	Unknown	Unknown
Kitchener (late Berlin).....	19,266	395,268,000	7.65
Leamington.....		Failed to report	
Lindsay		"	
Listowel.....		"	
London	57,000	1,773,942,000	5.47
Lucknow	1,008	Not given	{ Report lacks figures for calculation.
Markham.....	1,200	Fire protection only	
Merritton	2,358	Unknown	{ Report lacks figures for calculation.
Midland	6,375	"	"
Milton.....	2,072	"	Unknown
Mitchell	1,706	"	{ Report lacks figures for calculation.
Mount Forest	1,970	16,425,000	29.55
Morrisburg.....	1,600	Unknown	Unknown
New Liskeard	2,200	Not given	{ Report lacks figures for calculation
Newmarket	3,800	82,125,000	5.69
Niagara	1,642	Not given	{ Report lacks figures for calculation
Niagara Falls	11,147	1,010,559,000	2.99
North Bay.....	10,000	No record	Unknown
Oakville.....		Failed to rep rt	
Orangeville	2,468	No record	"
Orillia.....	7,500	201,000,000	6.57
Oshawa	8,812	173,423,030	8.99
Ottawa	103,163	6,628,478,077	6.43
Owen Sound		Failed to report	
Paisley		"	
Paris	4,300	appx. 73,000,000	6.41
Parry Sound.....	3,700	84,000,000	10.86
Penetanguishene	4,200	94,900,000	9.61
Peterborough	20,426	1,043,917,000	5.28
Pembroke		Failed to report	
Petrolea.....	4,500	391,104,443	4.39
Picton.....		Failed to report	
Port Arthur	15,657	829,530,000	20.89
Port Colborne	2,000	37,000,000	15.75
Port Elgin.....	1,295	Unknown	Unknown
Port Hope	5,000	57,750,400	13.21
Port Perry	1,173	Unknown	Unknown
Port Stanley	Only Auditor's reports for 1913-14- 5		received
Prescott.....	3,000	92,000,000	11.00
Preston	4,949	Unknown	Unknown
Rainy River.....	1,385	{ appx. 12,410,000 }	59.14
Renfrew.....	4,278	{ Totally unreliable }	3.17
Ridgetown.....	2,389	312,000,000	Unreliable
St. Catharines	17,880	apprx. 8,000,000	{ 27.01 }
St. Mary's.....	3,897	945,606,032	3.93
St. Thomas.....	17,164	Unknown	Unknown
		657,099,710	{ All fixed charges not included 7.08 }

PUBLIC UTILITIES—WATER WORKS.—Concluded.

Tabulated Statement compiled from returns from Municipalities for year ending Dec. 31, 1915

Municipality.	Population	Water production in gallons.	Cost per 1,000 gallons
			cents.
Sarnia.....		Failed to report	
Seaforth.....	approx.1,900	Not given	{ Report lacks figures to make calculation
Shelburne	1,000	Unknown	Unknown
Simcoe	4,160	46,704,000	16.13
Smith's Falls	6,021	575,000,000	2.06
Southampton.....	{ Winter 1,648 Summer 2,250	{ 93,000,000	4.37
Stayner	appx. 1,000	Unknown	Unknown
Steelton	" 6,000	310,250,000	3.33
Stouffville	1,025	Unknown	Unknown
Stratford	17,200	510,730,796	4.88
Strathroy	2,996	73,200,000	10.35
Streetsville	550	Not given	{ Report lacks figures to make calculation
Sturgeon Falls.....	3,081	Unknown	Unknown
Sudbury	appx. 7,000	361,203,000	4.86
Teeswater	823	Not given	{ Reports lacks figures to make calculation
Thessalon		Failed to report	
Thorold		"	
Tilbury	1,746	Unknown	Unknown
Toronto	appx.470,000	17,567,290,000	7.50
Trenton.....		Failed to report	
Uxbridge		No domestic system	
Walkerton.....		Failed to report	
Wallaceburg.....	Plant not complete	d until Dec. 23, 1915.	
Waterloo	4,956	94,570,400	11.44
Welland	7,900	576,480,880	2.61
Whitby.....	3,000	78,000,000	9.84
Warton	2,158	{ 240,098,000 } { totally unreliable }	.....
Windsor.. { Windsor 27,000 } { Sandwich 3,000 }	30,000	2,242,906,782	2.78
Wingham.....		Failed to report	
Woodstock.....	10,084	472,750,315	4.57

PUBLIC UTILITIES—WATER WORKS.

Tabulated Statement Compiled from Returns of Municipalities for the Year Ending 31st December, 1915.

Name of Municipality.	Total Investment.	Debture and other Debts.	Sinking Fund.	Net Debt.	Total Income.	Total Outlay.	Surplus.	Deficit.	Cost per 1,000 galls.
	\$	\$	\$	\$	\$	\$	\$	\$	cents.
Alexandria.....	20,785 00	21,490 24	.....	21,490 24	5,139 90	6,123 20	.....	983 30	no data
All'ston.....	26,055 20	Not given	.....	Not given	2,555 19	*1,750 65	*804 54	.....	unknown
Amherstburg.....	42,000 00	.....	.....	.....	4,100 00	8,305 00	.....	4,205 00	5.53
Arnprior.....	95,532 00	Rpt. not lucid	.....	R. not lucid	10,212 09	9,803 22	1,408 87	.....	7.53
Aylmer.....	76,500 57	Not given	.....	Not given	6,420 84	7,624 00	.....	1,203 16	unknown
Barrie.....	138,135 99	117,283 56	.....	117,283 56	13,812.03	13,513 02	299 01	.....	15.62
Beamsville.....	21,600 00	12,503 81	.....	12,503 81	1,195 97	2,107 37	.....	911 40	unknown
Beeton.....	18,565 00	8,643 92	.....	8,643 92	2,199 33	+596 45	+1,602 88	.....	“
Belleville.....	216,200 00	226,205 62	No data furnished	.....	32,965 17	+18,250 28	+14,714 89	.....	+3.23
Blyth.....	5,000 00	4,348 26	.....	4,348 26	177 25	+2,521 00	.....	+2,343 92	not given
Bothwell.....	For fire protection only—no data furnished with report	.....	.....	.....	.....	.....	.....	.....	.....
Bowmanville.....	139,884 32	140,223 63	.....	143,223 63	6,905 59	+9,171 12	.....	+2,265 53	unknown
Bracebridge.....	76,456 91	49,669 68	.....	49,669 68	6,941 70	+5,883 33	+1,058 37	.....	+16.27
Brampton.....	159,091 74	54,352 97	.....	54,352 97	13,706 23	+5,887 30	+7,818 93	.....	+10.69
Brantford.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridgeburg.....	38,760 00	26,351 00	.....	26,351 00	6,744 33	5,189 13	1,555 20	.....	unknown
Brockville.....	421,144 26	107,635 71	116,435 99	nil., surplus	38,835 25	28,465 51	10,369 74	.....	3.49
Burk's Falls.....	42,000 00	Not given	.....	Not given	*1,636 13	*218 68	*1,407 45	.....	unknown
Burlington.....	90,534 00	75,212 55	.....	75,212 55	8,404 25	10,218 14	.....	1,813 89	17.03
Carleton Place.....	119,613 70	No report received but letter states the sum of 2,403.83 as receipts for 1915 and \$10,023.00 as eng. por. of cost	.....	.....	.....	.....	.....	.....	.....
Campbellville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chatham.....	263,056 32	113,160 74	.....	113,160 74	35,307 46	*17,307 64	*17,999 82	.....	5.35
Chapleau.....	54,100 00	48,708 46	.....	48,708 46	6,114 80	+8,160 63	.....	+2,045 83	+9.64
Chesley.....	46,010 00	39,976 46	.....	39,976 46	3,682 81	+4,538 02	.....	+855 21	+7.78
Cobalt.....	89,859 82	82,438 49	73,703 54	8,734 95	18,160 85	16,762 33	1,398 52	.....	4.22
Cochrane.....	53,000 00	46,023 13	.....	46,023 13	7,307 01	7,030 00	277 01	.....	11.71
Collingwood.....	98,024 15	39,897 75	16,730 49	23,167 26	14,816 94	15,642 04	.....	825 10	5.45
Cornwall.....	165,099 00	106,141 54	.....	106,141 54	17,688 93	+9,662 96	+8,005 97	.....	+1.84
Creemore.....	23,360 00	23,875 62	.....	23,875 62	900 00	1,388 37	.....	488 37	unknown
Deseronto.....	48,583 08	18,090 33	.....	18,090 33	5,296 28	+4,150 40	+1,146 88	.....	“
Dresden.....	16,911 90	14,878 01	.....	14,878 01	225 17	+1,466 05	.....	+1,240 88	“
Dundas.....	105,617 22	54,807 41	2,475 40	52,332 01	8,534 73	7,152 69	1,382 04	.....	+26.3
Dunnville.....	.....	Failed to report	.....	.....	.....	.....	.....	.....	.....
Essex.....	44,100 00	20,509 02	.....	20,509 02	3,153 37	5,397 02	.....	2,243 65	20.53
Exeter.....	29,400 00	21,999 09	.....	21,999 09	1,616 12	+2,484 75	.....	+868 63	+8.51

PUBLIC UTILITIES—WATER WORKS.—Continued.

Tabulated Statement Compiled from Returns of Municipalities for Year Ending 31st December, 1915.

Name of Municipality.	Total Investment.	Debt and Other Debts.	Sinking Fund.	Net Debt.	Total Income.	Total Outlay.	Surplus.	Deficit.	Cost per 1,000 galls.
	\$	\$	\$	\$	\$	\$	\$	\$	cents.
Morrisburg	25,000 00	2,036 60	.....	2,036 60	4,073 01	2,572 29	1,497 79	.....	unknown
New Liskeard	68,896 84	65,616 72	.....	65,616 72	4,418 52	9,924 55	.....	5,506 03	not given
Newmarket	59,100 00	21,368 94	.....	21,368 94	5,427 16	4,684 84	742 32	.....	5.69
Niagara	44,800 00	11,910 65	.....	11,910 65	6,788 81	3,659 41	+3,129 40	.....	not given
Niagara Falls	259,064 63	102,678 56	.....	102,678 56	39,055 05	30,230 03	8,825.02	.....	2.99
North Bay	230,730 59	159,036 27	.....	159,036 27	33,875 24	+21,726 35	+12,148 89	.....	unknown
Oakville .....	.....	Failed to report	.....	.....	.....	.....	.....	.....	“
Orangeville	53,699 47	21,859 82	.....	21,859 82	3,675 66	+4,066 44	.....	+390 78	“
Orillia	191,879 49	114,550 52	.....	111,925 52	18,013 21	+13,206 99	+4,806 22	.....	+6.57
Oshawa	185,139 29	140,677 31	.....	140,677 31	18,251 48	15,588 71	2,662 77	.....	8.99
Ottawa	3,726,036 33	3,361,276 36	460,794 68	2,900,481 68	417,797 07	426,058 53	.....	8,261 46	6.43
Owen Sound .....	.....	Failed to report	.....	.....	.....	.....	.....	.....	“
Paisley .....	.....	.....	.....	.....	.....	.....	.....	.....	“
Paris	96,000 00	8,000 00	.....	8,000 00	8,472 00	4,683 00	3,789 00	.....	6.41
Parry Sound	82,264 92	39,718 81	.....	39,718 81	10,730 33	9,326 61	1,403 72	.....	10.86
Penetanguishene	94,369 31	94,369 31	13,771 76	80,597 55	10,194 40	9,123 39	1,071 01	.....	9.61
Peterborough	632,717 75	564,624 73	127,659 40	436,965 33	57,801 46	55,105 10	2,696 36	.....	5.28
Pembroke .....	.....	Failed to report	.....	.....	.....	.....	.....	.....	“
Petrollea	190,430 33	80,677 15	.....	80,677 15	19,893 71	17,140 86	2,752 85	.....	4.39
Pictou .....	.....	Failed to report	.....	.....	.....	.....	.....	.....	“
Port Arthur	1,795,474 45	1,795,474 45	129,617 82	1,665,856 63	94,180 38	137,334 47	.....	43,154 09	20.89
Port Colborne	49,876 85	Not given	.....	Not given	3,159 00	5,829 30	.....	2,670 30	15.75
Port Elgin	42,600 00	34,926 62	.....	34,926 62	1,075 39	+2,087 36	.....	1,912 95	unknown
Port Hope	98,379 95	42,928 88	2,283 86	40,645 02	11,448 71	+7,632 30	+3,816 41	.....	+13.21
Port Perry	123,988 87	.....	.....	.....	.....	.....	.....	.....	“
Port Stanley .....	.....	Joint account for electric light and waterworks	.....	.....	.....	.....	.....	.....	“
Prescott	71,485 00	78,264 63	.....	78,264 63	8,284 73	10,125 54	.....	1,840 81	11.00
Preston	152,870 58	147,341 81	.....	147,341 81	13,624 70	+10,493 56	+3,131 14	.....	unknown
Rainy River	36,225 59	41,902 62	6,350 12	35,552 50	5,859 72	7,339 59	.....	1,581 19	+59.14
Renfrew	209,809 13	74,819 85	.....	74,819 85	13,495 88	9,895 63	3,600 25	.....	3.17
Ridgetown	50,000 00	17,959 40	.....	17,959 40	1,237 65	+2,161 27	.....	+923 62	+27.01
St. Catharines	909,430 59	641,800 00	145,738 53	496,061 47	64,917 19	47,147 50	17,769 69	.....	3.93
St. Mary's	64,190 21	49,959 33	.....	49,959 33	7,386 37	8,751 59	.....	1,365 22	unknown

Only Auditor's reports for 1913, 1914 and 1916 received, each of which shows a deficiency for the year's operation

St. Thomas.....	418,571 53	270,857 43	.....	270,857 43	49,402 31	+40,535 46	+8,866 85	.....	+7.08
Sarnia.....	.....	Failed to report	.....	Not given	1,617 50	*1,279 76	*337 74	.....	not given
Seaforth.....	14,500 00	Not given	.....	11,270 33	1,806 00	*909 89	*996 11	.....	unknown
Shelburne.....	20,509 00	11,270 33	.....	64,382 20	10,751 70	7,531 39	3,220 31	.....	16.13
Simcoe.....	96,684 13	64,382 20	.....	{ estimated }	.....	.....	.....	.....	+2.06
Smith's Falls.....	Not given	{ estimated }	.....	{ 140,000 00 }	15,447 14	+11,894 88	+3,552 26	.....	+4.37
Southampton.....	44,321 80	31,996 94	.....	31,996 94	2,905 43	+4,062 98	.....	+1,157 55	unknown
Stayner.....	25,000 00	13,859 33	.....	13,859 33	1,189 81	not given	.....	.....	3.33
Steeleton.....	111,304 42	108,961 73	.....	108,077 33	13,090 85	+9,420 62	+3,670 23	.....	unknown
Stouffville.....	30,000 00	13,569 00	.....	13,569 00	935 56	+969 53	.....	+33.97	unknown
Stratford.....	\$363,982 54	363,982 54	.....	363,982 54	43,106 35	+24,908 70	+18,197 65	.....	+4.88
Streetsville.....	7,100 00	4,681 12	.....	4,681 12	1,365 00	629 31	735 69	.....	unknown
Strathroy.....	48,000 00	Not given	.....	Not given	5,882 63	7,574 62	.....	1,691 99	10.35
Sturgeon Falls.....	44,375 92	19,515 90	.....	19,515 90	5,000 00	4,501 06	498 94	.....	unknown
Sudbury.....	218,771 18	108,133 81	.....	108,133 81	27,805 85	+17,586 36	+10,219 49	.....	+4.86
Teeswater.....	4,600 00	837 00	.....	837 00	.....	447 20	Fire protection only	.....	.....
Thessalon.....	.....	Failed to report	.....	.....	.....	.....	.....	.....	.....
Thorold.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tilbury.....	33,483 14	7,713 15	.....	7,713 15	1,158 00	+4,095 20	.....	+2,937 20	unknown
Toronto.....	15,256,405 69	15,129,627 50	.....	13,074,566 60	1,575,750 91	1,318,091 68	257,659 23	.....	7.50
Trenton.....	.....	Failed to report	.....	.....	.....	.....	.....	.....	.....
Uxbridge.....	.....	No domestic system	.....	.....	.....	.....	.....	.....	.....
Walkerton.....	.....	Failed to report	.....	.....	.....	.....	.....	.....	.....
Wallaceburg.....	.....	Plant not completed until Dec. 23rd, 1915	.....	.....	.....	.....	.....	.....	.....
Waterloo.....	128,705 94	87,255 47	.....	87,255 47	13,076 81	+10,816 65	+2,260 16	.....	+11.44
Welland.....	218,871 18	191,250 00	.....	133,284 40	22,927 33	15,047 48	7,879 85	.....	2.61
Whitby.....	95,809 30	Not given	.....	Not given	8,523 21	7,697 28	843 95	.....	9.84
Wiarton.....	51,715 00	15,999 81	.....	15,999 81	6,579 55	*2,910 43	*3,669 12	.....	not given
Windsor (and Sandwich) ..	541,284 00	247,324 43	.....	247,324 43	64,743 85	62,406 98	2,336 87	.....	2.78
Wingham.....	.....	Failed to report	.....	.....	.....	.....	.....	.....	.....
Woodstock.....	303,185 19	182,442 99	.....	99,103 32	30,377 89	21,598 07	8,779 82	.....	4.57

* Without accounting for Interest and Principal payments on all debts.
+ Without accounting for annual partial redemption of debenture debt, by Sinking Fund or otherwise.
† Unreliable.
§ Includes Sinking Fund of \$42,167.30—Why?

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SUPPLEMENTARY RETURN

SEVERAL ELECTIONS

FROM THE RECORD OF THE

IN THE ELECTORAL DIVISIONS OF

MUSKOKA, NORTH PERTH, SOUTH-WEST TORONTO, WEST
SIMCOE AND NORTH-WEST TORONTO

Held on the twelfth day of June; the tenth day of July; the twenty-first
day of August, 1916, and the fifteenth and twenty-second days of
January 1917, subsequent to the General Elections of
June 29th, 1914

SHEWING:

- (1) The number of Votes Polled for each Candidate in each Electoral District in which there was a contest;
- (2) The majority whereby each successful Candidate was returned;
- (3) The total number of Votes Polled;
- (4) The number of Votes remaining Unpolled;
- (5) The number of names on the Polling Lists;
- (6) The number of Ballot Papers sent out to each Polling Place;
- (7) The Used Ballot Papers;
- (8) The Unused Ballot Papers;
- (9) The Rejected Ballot Papers;
- (10) The Cancelled Ballot Papers;
- (11) The Declined Ballot Papers; and
- (12) The Ballot Papers taken from Polling Places.

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO:

Printed and Published by A. T. WILGRESS, Printer to the King's Most Excellent Majesty

Printed by
WILLIAM BRIGGS
Corner Queen and John Streets
TORONTO

LIST OF RETURNING OFFICERS AT BY-ELECTIONS, 1916-17.

Constituency.	Returning Officer.	Post Office.
1. Muskoka	George White Boyer	Bracebridge.
2. Perth, North	Thomas Magwood.....	Stratford.
3. Simcoe, West	Alexander Earle	Creemore.
4. Toronto, N.W., Seat "B" ..	John Tytler.....	Toronto.
5. Toronto, S.W., Seat "A" ..	Russell Nesbitt	Toronto.

STATEMENT of votes polled, number of Polling Booths, and number of votes on Voters' Lists at the By-Elections held on the twelfth day of June, the tenth day of July and the twenty-first day of August, 1916, and the fifteenth and twenty-second days of January, 1917.

Constituency.	No. of Booths.	No. of Votes Polled.	No. of Names on Voters' Lists.
1. Muskoka	By acclamation ...	.....	.....
2. Perth, North	59	6,111	9,254
3. Simcoe, West.	40	4,033	5,562
4. Toronto, N.W., Seat "B"	168	6,522	20,247
5. Toronto, S.W., Seat "A"	134	5,350	18,402

SUMMARY of votes cast at By-elections held on the twelfth day of June, the tenth day of July and the twenty-first day of August, 1916, and the fifteenth and twenty-second days of January, 1917.

Constituency.	Candidates.	Votes Counted.
1. Muskoka	George Walter Ecclestone	By acclamation.
2.†Perth, North.....	Francis Wellington Hay	3,330
	John A. Makins	2,781
	Majority for Hay.....	549
3. Simcoe, West.....	William T. Allen.....	2,334
	Isaac Scott.....	1,699
	Majority for Allen	635
4. Toronto,N.W.,Seat"B"	James Gilbert Cane	2,305
	Hon. William David McPherson.....	4,174
	Majority for McPherson	1,869
5.†Toronto,S.W.,Seat "A"	James McArthur Connor.....	468
	Herbert Hartley Dewart.....	2,652
	James Abbott Norris.....	2,101
	Gordon Waldron.....	129
	Majority for Dewart.....	551

Constituency in which Registration was held in 1917.

City or Town.	Vote Registered.	Chairman of Board.
Toronto, N.W., Seat "B"	1,220	Judge Coatsworth.

†No Registration by consent of Parties.

ARTHUR H. SYDERE,
Clerk of the Crown in Chancery for Ontario.

Statement by Returning Officer respecting Votes Polled and Ballot Papers used at the Polling Places of the Electoral District of North West Toronto Seat "B," at the Election held on the Twenty-Second day of January, 1917.—Continued.

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.				Ballot Papers sent out and how disposed of in each Polling Place.					
			Total No. of Votes Polled.	No. of Votes remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
Toronto N.W. Seat "B,"—Con.	Ward 4.....	Sub-Div. No. 85	31	60	91	100	31	69	...	...	...	...
	"	"	52	93	145	150	52	98	...	...	...	...
	"	"	33	68	101	98	33	65	...	...	...	...
	"	"	61	90	151	150	61	89	...	...	...	...
	"	"	48	107	135	175	48	127	...	...	...	...
	"	"	49	90	139	150	49	101	...	...	...	...
	"	"	41	53	94	100	41	59	...	...	...	...
	"	"	39	75	114	125	39	86	...	...	...	...
	"	"	24	69	93	100	24	76	...	...	...	...
	"	"	36	49	85	100	36	62	1	2	...	...
	"	"	56	85	141	150	56	94	...	...	...	...
	"	"	32	49	81	100	32	68	...	...	...	...
	"	"	71	71	142	150	71	79	...	...	...	...
	"	"	52	71	123	125	52	73	...	...	...	...
	"	"	40	59	99	100	40	59	...	...	...	...
	"	"	32	41	73	75	33	43	...	...	...	...
	"	"	50	63	113	125	50	75	1	...	...	...
	"	"	43	62	105	125	43	82	...	...	...	...
	"	"	46	74	120	125	46	89	...	...	...	...
	"	"	54	54	108	125	54	71	1	...	...	...
	"	"	39	90	129	125	39	86	1	...	...	...
	"	"	44	85	129	150	44	106	...	...	...	...
	"	"	57	78	115	125	57	88	...	...	...	...
	"	"	53	85	138	150	53	97	...	...	...	...
	Ward 5.....	Sub-Div. No. 48	17	17	Can.	McPherson.	14	14	...	...	...	...
	"	"	14	14	17	38	38	38	...	...	...	...
	"	"	15	15	14	18	18	18	...	...	...	...
	"	"	28	28	15	33	33	33	...	...	...	...
	"	"	13	13	28	35	35	35	...	...	...	...
	"	"	24	24	33	25	25	25	...	...	...	...
	"	"	10	10	35	31	31	31	...	...	...	...
	"	"	18	18	25	21	21	21	...	...	...	...
	"	"	8	8	31	16	16	16	...	...	...	...
	"	"	7	7	21	28	28	28	...	...	...	...
	"	"	17	17	8	39	39	39	...	...	...	...
	"	"	12	12	7	20	20	20	...	...	...	...
	"	"	25	25	17	46	46	46	...	...	...	...
	"	"	22	22	12	30	30	30	...	...	...	...
	"	"	18	18	25	22	22	22	...	...	...	...
	"	"	15	15	22	17	17	17	...	...	...	...
	"	"	15	15	15	34	34	34	...	...	...	...
	"	"	14	14	29	30	30	30	...	...	...	...
	"	"	16	16	30	35	35	35	...	...	...	...
	"	"	18	18	28	35	35	35	...	...	...	...
	"	"	10	10	23	28	28	28	...	...	...	...
	"	"	21	21	23	23	23	23	...	...	...	...
	"	"	15	15	22	22	22	22	...	...	...	...
	"	"	18	18	35	35	35	35	...	...	...	...

do	.....	..	60	17	25	42	66	108	125	42	83	.....
do	.....	..	61	20	15	35	95	130	150	35	115	.....
do	.....	..	62	13	31	44	94	138	150	44	106	.....
do	.....	..	63	14	27	41	97	138	150	41	109	.....
do	.....	..	64	18	11	29	83	112	125	29	96	.....
do	.....	..	65	18	28	46	76	122	125	46	79	.....
do	.....	..	66	9	28	40	83	123	125	40	85	.....
do	.....	..	67	18	28	46	68	114	125	46	79	.....
do	.....	..	68	16	35	51	64	115	125	51	74	.....
do	.....	..	69	19	27	46	81	127	125	46	79	.....
do	.....	..	70	9	24	33	71	104	125	33	92	.....
do	.....	..	71	14	23	37	46	83	100	37	63	.....
do	.....	..	72	20	29	49	57	106	125	49	75	.....
do	.....	..	73	26	40	66	76	142	150	66	83	.....
do	.....	..	74	24	37	61	66	127	125	61	64	.....
do	.....	..	75	12	14	26	65	91	100	26	74	.....
do	.....	..	76	16	28	44	61	105	125	44	81	.....
do	.....	..	77	11	17	28	92	120	125	28	97	.....
do	.....	..	78	13	33	46	86	132	150	46	104	.....
do	.....	..	79	13	26	39	65	104	125	39	86	.....
do	.....	..	80	18	19	37	81	118	125	37	88	.....
do	.....	..	81	9	20	29	61	90	100	29	71	.....
do	.....	..	82	12	26	38	81	119	125	38	87	.....
do	.....	..	83	14	26	40	115	155	175	40	135	.....
do	.....	..	84	9	20	29	78	107	125	29	96	.....
do	.....	..	85	17	25	42	67	109	125	42	83	.....
do	.....	..	86	21	28	49	82	131	150	49	101	.....
do	.....	..	87	19	30	49	121	170	175	49	124	.....
do	.....	..	88	10	27	37	97	134	151	37	114	.....
do	.....	..	89	22	22	46	110	156	175	46	129	.....
do	.....	..	90	9	25	35	73	108	125	35	90	.....
do	.....	..	91	14	29	43	90	133	150	44	106	.....
do	.....	..	92	10	26	36	100	136	150	36	114	.....
do	.....	..	93	8	19	27	74	101	100	27	73	.....
do	.....	..	94	8	22	32	75	107	125	32	93	.....
do	.....	..	95	12	30	42	84	126	125	42	83	.....
do	.....	..	96	22	29	51	81	132	150	51	99	.....
do	.....	..	97	10	16	26	85	111	125	27	98	.....
do	.....	..	98	11	28	39	76	116	125	39	85	.....
do	.....	..	99	11	9	20	76	96	100	20	80	.....
do	.....	..	100	14	18	32	85	117	125	32	93	.....
do	.....	..	101	10	16	26	80	106	125	26	99	.....
do	.....	..	102	12	23	35	86	121	125	35	90	.....
do	.....	..	103	12	28	40	96	136	150	40	110	.....
do	.....	..	104	8	23	31	75	106	125	31	94	.....

do	83	9	13	23	76	99	100	23	77	1	1	....	....
do	84	19	23	94	94	136	150	42	108	....	....	....	....
do	85	15	20	97	97	132	150	35	115	....	....	....	....
do	86	8	21	70	70	99	100	29	71	....	....	....	....
do	87	14	16	84	84	114	125	30	95	....	....	....	....
do	88	22	35	68	68	126	125	58	67	1	....	....	....
do	89	13	23	103	103	139	125	36	89	....	....	....	....
do	90	28	13	57	57	98	100	41	59	1	....	....	....
do	91	20	22	85	85	128	125	43	82	1	....	....	....
do	92	17	21	82	82	120	125	38	87	....	....	....	....
do	98	14	26	98	98	138	125	41	84	1	....	....	....
do	99	14	26	93	93	133	150	40	110	....	....	....	....
do	100	11	8	96	96	115	126	19	107	....	....	....	....
do	101	11	33	62	62	107	125	45	80	1	....	....	....
do	102	14	19	74	74	107	125	33	92	....	....	....	....
do	103	10	28	89	89	128	125	38	86	1	....	....	....
do	104	11	23	87	87	121	125	34	91	....	....	....	....
do	105	12	11	113	113	136	150	23	127	....	....	....	....
do	106	17	27	70	70	115	125	45	80	1	....	....	....
do	107	15	31	108	108	154	175	46	129	....	....	....	....
do	108	12	17	91	91	120	125	29	96	....	....	....	....
do	109	4	15	79	79	98	100	19	81	....	....	....	....
do	110	5	18	76	76	99	99	23	76	....	....	....	....
do	111	16	23	80	80	119	124	39	85	....	....	....	....
do	112	19	31	66	66	116	125	50	75	....	....	....	....
do	113	12	17	100	100	129	150	29	121	....	....	....	....
do	114	14	22	114	114	129	150	36	114	....	....	....	....
do	115	9	30	107	107	146	150	39	111	....	....	....	....
do	116	14	23	117	117	155	174	38	136	1	....	....	....
do	117	9	59	92	92	160	175	68	107	....	....	....	....
do	118	15	29	100	100	144	150	44	106	....	....	....	....
do	119	18	34	92	92	144	150	52	98	....	....	....	....
do	120	12	23	92	92	127	125	35	90	....	....	....	....
do	121	5	12	42	42	59	75	17	58	....	....	....	....
do	123	13	15	114	114	142	150	28	122	....	....	....	....
do	124	8	20	107	107	136	150	29	121	1	....	....	....
do	125	9	18	59	59	86	100	27	73	....	....	....	....
do	143	10	18	95	95	123	125	28	97	....	....	....	....
do	144	9	23	92	92	124	125	32	93	....	....	....	....
do	145	5	13	132	132	150	150	18	132	....	....	....	....
do	146	15	18	78	78	111	125	33	92	....	....	....	....
do	147	12	4	72	72	92	100	20	80	4	....	....	....
do	148	4	7	54	54	65	75	11	64	....	....	....	....
do	149	16	64	79	79	160	175	81	94	1	....	....	....
do	150	5	27	45	45	77	100	32	68	....	....	....	....

Statement by Returning Officer respecting Votes Polled and Ballot Papers used at the Polling Places of the Electoral District of South West Toronto, Seat "A," at the Election held on the Twenty-first day of August, 1916.

RUSSELL NESBITT,
Returning Officer.

Toronto S. W., Seat "A"	Ward 4	No.	Connor	Dewart	Norris	Waldron	5	22	27	50	5	45
	do	1	1	3	1	.....	5	38	53	175	50	160
	do	2	.....	10	5	.....	15	65	76	100	11	88
	do	3	1	8	2	.....	11	162	184	225	22	203
	do	4	.....	10	11	1	22	62	81	100	19	81
	do	5	.....	8	11	.....	19	62	100	100	19	81
	do	6	2	10	7	1	20	33	53	75	20	55
	do	7	.....	13	16	1	30	103	133	150	20	120
	do	8	.....	10	5	.....	15	61	76	100	15	83
	do	9	1	15	9	.....	25	51	76	100	25	73
	do	10	2	22	7	.....	31	93	124	150	31	119
	do	11	1	15	12	.....	28	138	166	175	28	145
	do	12	2	17	11	.....	30	109	139	150	30	119
	do	13	.....	20	5	.....	25	116	141	150	25	124
	do	14	.....	7	13	.....	22	75	97	125	21	103
	do	15	.....	28	21	.....	53	84	137	150	53	96
	do	16	4	4	3	.....	25	73	98	125	25	100
	do	17	18	17	12	.....	31	92	123	150	32	118
	do	18	.....	23	14	2	39	121	160	175	39	135
	do	19	2	33	14	.....	52	87	139	175	52	122
	do	20	1	14	5	2	22	62	84	100	22	76
	do	21	2	18	12	1	23	105	138	150	33	116
	do	22	6	30	23	1	60	126	186	200	65	135
	do	23	7	20	14	2	43	110	153	175	43	130
	do	24	2	25	12	.....	39	92	131	150	39	111
	do	25	4	31	19	1	55	112	167	175	55	120
	do	26	3	23	23	.....	52	77	129	150	52	96
	do	27	2	29	13	3	46	64	110	125	46	79
	do	28	3	28	20	2	52	111	163	175	52	123
	do	29	7	22	14	1	44	126	170	200	45	152
	do	30	5	27	23	.....	55	83	138	150	55	93
	do	31	5	34	19	.....	58	125	183	200	59	137
	do	32	2	24	16	.....	42	110	152	175	41	132
	do	33	.....	26	14	.....	40	83	123	150	40	108
	do	34	.....	17	8	.....	25	83	108	125	25	99
	do	35	.....	22	14	2	39	60	99	125	39	85
	do	36	3	35	13	1	52	75	127	150	52	96
	do	37	.....	30	9	2	41	76	117	125	41	83
	do	38	7	22	20	1	50	89	139	150	50	100
	do	39	4	35	20	.....	59	72	131	150	59	89
	do	40	4	28	25	.....	57	98	155	175	57	118

Statement by Returning Officer respecting Votes Polled and Ballot Papers used at the Polling Places of the Electoral District of South West Toronto, Seat "A," at the Election held on the Twenty-first day of August, 1916.—Continued.

Electoral District.	Numbers of Polling Places.	Names of Candidates and No. of Votes Polled for each.	Voters at each Polling Place.				Ballot Papers sent out and how disposed of in each Polling Place.					
			Total No. of Votes Polled.	No. of Votes Remaining Unpolled.	No. of Names on the Polling Lists.	No. of Ballot Papers sent out to each Polling Place.	Used Ballot Papers.	Unused Ballot Papers.	Rejected Ballot Papers.	Cancelled Ballot Papers.	Declined Ballot Papers.	Ballot Papers taken from Polling Places.
Toronto, S. W. Seat "A"—Con.	Ward 4.—Continued	No. 41	34	73	107	125	34	90	1	...	...	...
	do	" 42	34	81	115	125	34	91	...	...	...	...
	do	" 43	55	87	142	150	55	93	...	...	...	...
	do	" 44	50	83	133	150	50	98	2	...	...	...
	do	" 45	55	108	163	175	55	119	1	...	...	...
	do	" 46	29	83	112	125	29	96	...	...	...	...
	do	" 47	36	87	123	125	37	88	...	...	...	...
	do	" 48	39	85	124	150	39	108	3	...	...	...
	do	" 49	29	92	121	125	29	96	...	...	...	...
	do	" 50	29	62	91	100	29	71	...	...	...	...
	do	" 51	41	84	125	150	41	109	...	...	...	...
	do	" 52	48	140	188	200	48	151	1	...	...	...
	Ward 5	" 1	44	108	152	175	44	131	...	...	...	...
	do	" 2	33	118	151	175	33	141	...	...	...	...
	do	" 3	24	230	254	275	24	251	...	...	...	...
	do	" 4	49	85	134	150	49	99	2	...	...	...
	do	" 5	19	63	82	100	19	79	...	...	...	...
	do	" 6	40	70	110	125	40	83	...	...	...	...
	do	" 7	52	132	184	200	52	145	3	...	...	...
	do	" 8	37	120	157	175	37	138	...	...	...	...
	do	" 9	44	131	175	200	44	155	...	...	1	...
	do	" 10	54	121	175	200	54	146	...	...	...	...
	do	" 11	52	123	175	200	52	147	1	...	...	...
	do	" 12	53	112	165	175	53	121	1	...	...	...
	do	" 13	25	109	134	150	25	125	...	...	...	...
	do	" 14	43	103	146	150	43	107	2	...	2	...

do	.....	15	1	28	11	41	141	182	200	41	157	2	.....	.....
do	.....	16	2	17	22	41	126	167	175	16	159	.....	.....	.....
do	.....	17	3	15	22	40	95	135	150	40	108	2	.....	.....
do	.....	18	.....	21	22	43	109	152	175	42	129	1	.....	.....
do	.....	19	5	22	12	39	89	128	150	39	109	.....	.....	.....
do	.....	20	3	31	19	57	126	183	200	57	142	1	.....	.....
do	.....	21	4	33	24	62	95	157	175	62	113	.....	.....	.....
do	.....	22	11	19	22	53	102	155	175	52	122	1	.....	.....
do	.....	23	4	15	23	44	89	133	150	44	105	.....	.....	.....
do	.....	24	8	17	16	42	100	142	150	42	108	.....	.....	.....
do	.....	25	1	14	20	35	77	112	124	35	88	1	.....	.....
do	.....	26	.....	14	21	35	79	115	125	35	89	.....	.....	.....
do	.....	27	2	9	14	25	79	104	125	25	99	1	.....	.....
do	.....	28	3	13	15	36	73	109	125	36	89	.....	.....	.....
do	.....	29	23	13	20	58	57	115	125	58	88	.....	.....	.....
do	.....	30	4	22	12	46	62	108	125	46	79	.....	.....	.....
do	.....	31	5	24	19	48	72	120	150	48	162	.....	.....	.....
do	.....	32	3	34	19	56	103	159	151	56	95	.....	.....	.....
do	.....	33	5	17	23	46	114	160	175	46	126	3	.....	.....
do	.....	34	4	30	21	57	113	170	150	57	91	.....	.....	.....
do	.....	35	2	14	11	28	102	130	150	28	121	1	.....	.....
do	.....	36	3	16	26	47	137	184	200	47	150	2	.....	.....
do	.....	37	2	12	15	32	141	173	200	32	165	.....	.....	.....
do	.....	38	2	22	17	42	79	121	150	42	107	1	.....	.....
do	.....	39	5	20	22	48	87	135	150	48	101	.....	.....	.....
do	.....	40	2	19	24	47	73	120	150	47	103	.....	.....	.....
do	.....	41	10	25	19	54	104	158	175	54	121	.....	.....	.....
do	.....	42	3	22	14	40	78	118	125	40	85	.....	.....	.....
do	.....	43	5	20	20	45	78	123	150	45	104	.....	.....	.....
do	.....	44	6	18	14	39	106	145	175	39	136	1	.....	.....
do	.....	45	2	15	13	31	105	136	150	31	119	.....	.....	.....
do	.....	46	4	14	17	37	108	145	150	37	112	1	.....	.....
do	.....	47	9	9	16	35	92	127	150	35	114	.....	.....	.....
do	.....	47	3	18	22	43	97	140	150	43	106	1	.....	.....
Ward 6	.....	1	.....	20	14	36	136	172	200	36	163	.....	.....	.....
do	.....	2	.....	26	14	44	67	111	175	44	145	1	.....	.....
do	.....	3	.....	27	13	53	107	160	200	54	145	1	.....	.....
do	.....	4	.....	14	12	29	81	110	125	29	96	.....	.....	.....
do	.....	5	.....	12	17	32	111	143	150	32	98	.....	.....	.....
do	.....	9	.....	23	24	54	139	193	200	54	146	.....	.....	.....
do	.....	10	.....	17	25	47	112	159	175	47	128	.....	.....	.....
do	.....	11	.....	17	19	51	100	151	175	51	122	2	.....	.....
do	.....	17	.....	29	15	42	101	143	175	42	132	.....	.....	.....
do	.....	18	.....	19	6	34	83	117	125	34	91	1	.....	.....
do	.....	19	.....	16	13	38	119	157	175	38	135	.....	.....	.....
do	.....	20	5	18	.....	.....	.....	.....	.....	.....	.....	2	.....	.....



*Your most obedient and
most faithful servant
J. Simcoe.*

GENERAL JOHN GRAVES SIMCOE.

*From the John Ross Robertson
Historical Collection, Toronto.*



MRS. SIMCOE IN WELSH DRESS.

*From the John Ross Robertson
Historical Collection, Toronto.*

THIRTEENTH REPORT
OF THE
BUREAU OF ARCHIVES
FOR THE
PROVINCE OF ONTARIO

BY
ALEXANDER FRASER,
M.A., LL.D., Litt. D., F.S.A. Scot. (Edin.), F.A.G.S., etc.
Provincial Archivist

1916

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO:

Printed and Published by A. T. WILGRESS, Printer to the King's Most Excellent Majesty

1917

Printed by
WILLIAM BRIGGS
Corner Queen and John Streets
TORONTO

To His Honour COLONEL SIR JOHN STRATHEARN HENDRIE, K.C.M.G.,
C.V.O., LL.D., etc.

Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:

I have the pleasure to present herewith for the consideration of your Honour the Report of the Bureau of Archives for Ontario for 1916.

Respectfully submitted,

THOS. W. MCGARRY,

Treasurer of Ontario.

Toronto, 1917.

The Honourable THOMAS W. MCGARRY, Esq., K.C., M.P.P., etc.

Treasurer of Ontario.

SIR,—I have the honour to submit to you the following Report in connection with the Bureau of Archives for the Province of Ontario for 1916.

I have the honour to be, Sir,

Your obedient servant,

ALEXANDER FRASER,

Provincial Archivist.

Toronto 31st December, 1916.

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Report

OF THE

Ontario Bureau of Archives

PREFATORY

Following the precedents of 1904 and 1908 when the Report on the U. E. L. claims in Canada, and "Huronian," by Rev. A. E. Jones, LL.D., were issued by the Ontario Bureau of Archives, this year La Rochefoucault's Travels in Upper Canada is published.

The Bureau gratefully makes its acknowledgments to Professor J. Watson Bain, B.A.Sc., Toronto University, to whom it is indebted for permission to publish this most valuable material; and to whose father, the late James Bain, D.C.L., Chief Librarian of Toronto, the Ontario Archives owed much in years gone by.

La Rochefoucault-Liancourt visited Upper Canada in 1795. The account of his travels was given to the world in 1799, followed in the same year by a translation by Henry Neuman.

This translation was rather disappointing and when it reached Upper Canada naturally aroused anger in the young community in which personal attachment to Governor Simcoe was still strong. David William Smith, who had occupied a number of public offices including that of Surveyor-General, and was one of the best informed officials of the Province, traversed the narrative minutely and embodied his criticisms and corrections in a deliberately prepared manuscript, which for preservation he bound up with his copy of Neuman's translation. It forms part of this volume and for the first time is now made public as has been said through the courtesy of Professor Bain.

With a readiness characteristic of him where the history of his native Province is concerned the Honourable Mr. Justice Riddell undertook the task of editing the material thus made available. As a French scholar and as a keen student of Canadian history he has easily held an even balance between the author and the translator on the one hand and between the translator and the critic on the other, while adding much of real value to the work in his corrections and general notes.

William Renwick Riddell was born near Cobourg, Ontario, and was educated at the Cobourg Grammar School, Collegiate Institute, and Victoria University. He graduated B.A., in 1874, B.Sc., in 1876, LL.B., 1878, and was Ontario Law School gold medallist and first in all his examinations. In his early years he was mathematical master in the Ottawa Normal School, and was called to the Bar in 1883 and to the King's Bench division of the High Court of Justice of Ontario in 1906. Throughout his life he has been interested in the study of historical and constitutional subjects, ancient and modern, and has specialized in the Canadian field. His books, brochures, pamphlets and fugitive sketches form a valuable collection of "Riddelliana" in public libraries, and testify to the extent and variety of his investigations into the history of the past. Honours have been showered upon him by Canadian and United States universities in recognition of his devotion in this respect. The Ontario Archives has found in him a constant friend, further evidence of which, it is expected, will be forthcoming in the near future.

To Mr. John Ross Robertson, Toronto, whose indefatigable labours have won for him a position which is quite unique in the field of Canadian history and antiquities, the Ontario Archives is indebted for the portraits which illustrate this volume.

ALEXANDER FRASER,

Provincial Archivist.

NOTE.—The figures printed in heavy black type which intersperse the book denote the pages of Neuman's translation and are given for the purpose of reference.



THE HONOURABLE MR. JUSTICE RIDDELL, LL.D., L.H.D., ETC.

LA ROCHEFOUCAULT-LIANCOURT'S
TRAVELS IN CANADA
1795

WITH ANNOTATIONS AND STRICTURES

BY

SIR DAVID WILLIAM SMITH, Bart.,

Sometime Deputy Surveyor-General, etc.,
of Upper Canada

EDITED WITH NOTES

BY

WILLIAM RENWICK RIDDELL,

LL.D., F.R. HIST. SOCY., ETC.,

Justice of the Supreme Court of Ontario

INTRODUCTION.

The volume here reprinted is from the library of Sir David William Smith, Bart.; it was purchased in England by the late James Bain, Esq., D.C.L., and is now the property of his son, Professor Bain of the University of Toronto. The book is a leather bound 8vo., containing that part of La Rochefoucault's Travels which refers to Canada, followed by notes in Smith's handwriting.

I have indicated in notes certain passages in which the translation is not the same as the original, etc., and have added some further notes.

FRANÇOIS ALEXANDRE FRÉDÉRIC LA ROCHEFOUCAULT-LIANCOURT was born January 11th, 1747, the son of la Rochefoucault duc d'Estissac, Master of the Robes to the King of France.

The son became an officer of Carabineers, but fell out with Madame du Barry and at an early age left the Court of Louis XV and devoted himself to the care of his estate at Liancourt. There, after a visit to England, he established a model farm, importing cattle for breeding purposes from England and Switzerland: he also established a school of arts and trades for the sons of soldiers, which was the parent of the more famous school at Châlons.

He was elected to the States-Général in the stirring times of 1789, and appointed President of the National Assembly—it was he who warned the King of the perilous condition of affairs in the Capital, and replied to his statement that there was a revolt in Paris, “Non, Sire, c'est une révolution.”

Rocheffoucault did his best for King Louis XVI, offered him a refuge at Rouen and gave him considerable money. His friendship for the unhappy monarch brought him into disfavour with the Revolutionists; and in August, 1792, he took refuge in England, where he was the guest of the well-known Arthur Young.

His cousin Louis-Alexandre having been assassinated, he assumed the title Duc de La Rochefoucault in 1792. Of this cousin he writes: “His inner consciousness induced him to slight the advice of friends given to him and to me . . . He would not leave France, but I, who was less confident and less virtuous, fled from the poignard while he fell by its stroke.”

In the winter of 1794-95 he crossed to the American Continent, making, as he says, a “journey for philosophical and commercial observation” in North America. Arriving in Philadelphia, still the Capital of the United States, he remained there for some five months, during which time he made investigations which he afterwards incorporated in an

Account of the Prisons of Philadelphia, published in Philadelphia and Paris in 1796: ("Comparative View of Mild and Sanguinary Laws, etc., exhibited in the Present Economy of the Prisons in Philadelphia," 8vo., pp. 48: the Philadelphia edition is rare but the London reprint, 1796, turns up now and then in the second-hand book shops.)

He left Philadelphia, May 5th, 1795, and travelled through a great part of the more northern states and also Upper Canada until the summer of 1797. Some account of his travels will be given later.

In 1799 he returned to France, but was not received into the favour of Napoleon and so lived in some obscurity in Paris for a time. But he busied himself with philanthropic schemes, inaugurated the system of dispensaries, and introduced vaccination into the City. At the Restoration, he took his place in the House of Peers but failed to become Master of the Robes, an office which had been bought and paid for by his father. He became a member of the General Council of Hospitals and President of the Society of Christian Morals, taking a deep interest in the abolition of the slave trade and the suppression of gaming houses, lotteries, etc.

Created Inspector-General of the School at Châlons already mentioned, he continued in office twenty-three years, giving invaluable service. He was also an active member of several associations of an industrial and philanthropic character.

He had always a strong inclination toward Liberalism, which brought him into disrepute with Louis XVIII and the ultra-conservatives. At length in 1823, the reactionary Ministry of de Villèle removed him from his honorary offices, or at least most of them. The Academies of Medicine and of Science showed their appreciation of him and their disapprobation of the arbitrary conduct of the government—the latter by admitting him a member, the former by appointing him on a Commission on Vaccination to take the place of that of which he had been President, but which had been suppressed by the Administration. He did not live long thereafter, but died March 27th, 1827. During this interval nevertheless he established the first Savings Bank in France and inaugurated a system of schools for mutual instruction (in substance the Lancastrian system).

La Rochefoucault was a very voluminous writer; he published works on taxation, pauperism, public instruction, savings banks, prison discipline, etc., all displaying sound judgment and careful observation.

The work, part of a translation of which is here presented, was published in Paris in 1799. It is in eight volumes, 8vo., of about 350 pages each (my own copy is beautifully bound in contemporary calf with gold tooling). The title page reads: "Voyage | Dans | Les États-unis | d'Amérique | Fait en 1795, 1796 et 1797, | par La Rochefoucault-Liancourt | Tome—(Medallion representing a pastoral scene with a sheep suckling a lamb in the foreground). A Paris | chez du Pont, Imprimeur-Libraire, rue de la Loi, No. 1231 | Buisson, Libraire, rue St.-Thomas du Louvre | L'an VII. de la République."

THE TRANSLATOR.

The translation here reprinted was made in 1799 by Henry Neuman, a Professor of Languages in London, who in the same year published a Marine Pocket Dictionary, 12mo., in four languages and a Translation of Kotzebue's Self-Immolation, a play, 8vo. (from "Die jüngsten Kinder meiner Laune"). He is, however, best known by his New Dictionary of the Spanish and English Languages, 1806, 2 vols., 8vo., which, improved by Baretti (of Italian Dictionary fame), passed through at least ten editions and a "pocket edition."

His translation of La Rochefoucault's Travels has nothing to commend it. It is diffuse and turgid where the original is concise and clear: whole passages are omitted; some not wholly omitted are displaced, and not infrequently the translator fails to grasp the meaning of his author.

SIR DAVID WILLIAM SMITH, BART.

David William Smith, born September 4, 1764, was the only child of Major John Smith the well-known Commandant of Detroit (who became Commandant at Niagara in 1792) by Anne, daughter of William Waylen, of Rowde Hill and Devizes, Wiltshire. The son, born in the regiment, became a Lieutenant and afterwards a Captain in his father's regiment (the 5th Foot), and was appointed Deputy Judge Advocate at Niagara. On July 7th, 1794, *i.e.*, immediately after the institution of the Court of King's Bench in Upper Canada, he, then living in Newark, received a licence under the Act 34 Geo. III, c. 4, from Governor Simcoe "to be and appear as Advocate and Attorney in all and every of His Majesty's Courts." (This licence is copied at the back of the King's Bench Term Book, No. 2.) I do not find that he ever appeared in Court; he never became a Barrister or even a Member of the Law Society.

In 1792 he was elected a member of the House of Assembly in Upper Canada for Kent in the first Parliament of the Province, in 1796 for the second, third and fourth Ridings of Lincoln in the Second Parliament (when he was made an Executive Councillor), and in 1800 for Norfolk, Oxford and Middlesex in the third Parliament. He was Speaker in the second and third Houses.

In June 1799, being then Speaker as well as Acting Surveyor-General (which he had become in September, 1792) for the Province, he received leave from the House to go to Europe. He had not returned to Canada by the opening day of the succeeding session, June 5th, 1800, and Samuel Street was elected in his stead. Re-elected Speaker in the new Parliament, May 28th, 1801, he presided during that session and the next; but he was again absent in 1803, and Richard Beasley was elected. He went to and returned from England from time to time, and finally being allowed a pension of £200 sterling per annum from the Provincial funds (why? is a mystery) he went there permanently—he had resigned

his position of Surveyor-General in May, 1804, his health being impaired. He was made a Baronet in 1821 and died near Alnwick, England, May 9th, 1837, aged 73.

The last years of his life, he was manager of the estates of the Duke of Northumberland, who had been his patron as Lord Percy. No doubt it was the Duke's influence which procured him his title; no public service of any moment is recorded of him, although he had been Justice of the Peace, Judge of the Court of Requests, Master-in-Chancery, Speaker, Deputy Judge Advocate and Acting Surveyor-General.

Very many papers of his which are of extreme value in the early history of this Province are now in the Toronto Public Library on College Street: several others, of which the volume here reprinted is one, are the property of Professor Bain. Some account is given of Smith in "The Legal Profession in Upper Canada in its Early Periods," Toronto, 1916, pp. 181, 182.

Sir David was twice married, first to Anne, daughter of John O'Reilly, of Ballykilchrist, County Longford, by whom he had seven children, three dying in infancy, one son David William, of H.M.S. "Spartan," killed in action, and three daughters, who survived him. His second wife was Mary, daughter of John Tylee, of Devizes, banker, by whom he had one son and one daughter. The Baronetcy seems to be extinct.

THE EDITIONS.

Neuman's translation appeared in two forms. The quarto is quite common: it is in two volumes (Vol. I, xxiii+642+12 of Index: Vol. II, 686+9 of Index.) "Travels | through | the United States of North America, | the Country of the Iroquois | and Upper Canada | in the years 1795, 1796 and 1797 | With an authentic account of Lower Canada | by the | Duke de La Rochefoucault-Liancourt | Vol. I, containing the Tour through the Northern Provinces, Upper Canada and the Carolinas | with an account of Lower Canada, and a General Map | London | Printed for R. Phillips, No. 71 St. Paul's Churchyard | by T. Davison | Lombard Street, Fleet Street. | Sold by T. Hurst and J. Wallis, Paternoster Row, and by Carpenter and Co. | Old Bond Street | 1799." (The second volume has: "Vol. II | containing the Tour through Virginia, Pennsylvania, The Jerseys and | New York, a General View of the Commerce, Politics and Manners | of the United States; with two large maps and four large tables.") Not infrequently the maps are missing: my own copy is complete and bound in contemporary calf. The octavo edition is that which Smith possessed—it was also published in 1799 with a second edition in 1800. The title page is: "Travels | through | the United States | of | North America | the | Country of the Iroquois and | Upper Canada | in the years 1795, 1796 and 1797 | by the | Duke de La Rochefoucault | Liancourt | with an Authentic Account of Lower Canada | Three Maps, several Tables, etc. | London, R. Phillips, | 1800."

Smith's copy is of the first octavo edition, in which the account of Canada is to be found in Vol. I, pp. 380 to 591 (the end of the volume). In the quarto edition it is to be found in Vol. I, pp. 213 to 335; in the French original in Vol. II, pp. 1-236; in the second octavo edition of 1800 the same as in the first octavo.

OUTLINE OF THE CONTENTS.

An outline of La Rochefoucault's travels may be interesting. Volume I of the original edition (French) gives the account of his leaving Philadelphia, May 5th, 1795, with one Caleb Lownes and Mr. Guillemard, an agreeable young Englishman of Huguenot descent whom he had met in Philadelphia. He passes through Rocksburry (Roxborough) and Springmill to Norristown, thence to Trapp, Potsgrove, White Horse, Reading, Ephrata, Lancaster, Maytown, Middletown, Harrisburg, Sunbury, Northumberland, Berwick (Berwick), Wilkesbarre, Asylum. Asylum was a small town on the right bank of the Susquehanna which had been founded only about fifteen years before and was inhabited mainly by French refugees from St. Domingo and by French immigrants from France. Amongst them were M. de Blacons, deputy in the French Constituent Assembly for Dauphiné, who had since leaving France married Mdlle. de Maulde, late Canoness of the Chapter of Bourbourg, and with her was keeping a haberdasher's shop in partnership with M. Colin, formerly Abbé of Sevigny, Archdeacon of Tours and "*Conseiller au grand conseil*"; also M. Du Petit-Thouars, an officer of the navy, who, encouraged by the Constituent Assembly and assisted by a subscription, had, some years before, embarked on an expedition in search of de La Pérouse, the explorer, last heard of at Botany Bay, February, 1788. (Wreckage of his ships was fallen in with in 1826.) De Petit-Thouars was detained on the coast of Brazil by the Governor of the Island Fernando de Noroña, and sent with his crew to Portugal, from which he escaped to America, "where he lives free and happy, without property yet without want." (Later on and after this trip with La Rochefoucault he returned to France, obtained the command of a ship of the line, the *Tonant*, and was killed at the Battle of the Nile.) Both he and de Blacons now joined La Rochefoucault in his trip, du Petit-Thouars on foot. Passing Old She-shequeen, Tioga, Newtown (in New York State) where whiskey was a dollar a gallon, Painted-Post, Bath, Friends-Mill, settled by Friends or Quakers, but then dominated by Gemaima (Jemima) Wilkinson, who claimed to have risen from the dead and called herself the Amie universelle (All-friend)—here he first met maple sugar, and de Blacons left him—then on to Williamsburg on the Genessee River where were some eighty families of German immigrants—Canandargué, Cananwaga, where they got a guide (a Canadian, Poudrit by name, with an Indian wife) to help them to traverse the "deserts" as they are called—a Seneca village,

then through the forest thirty-eight miles to Big Plain on the Buffalo Creek, where the mosquitos tortured the travellers, Tonnawanta, Buffalo Town to Lake Erie "a small settlement of four or five houses standing about a quarter of a mile from the Lake." The volume closes with an extraordinary story of the adventures amongst the Indians of an American, Mr. Johnson, who was taken prisoner by them in 1790.

Volume II is here reprinted (in Neuman's translation) as far as p. 232 of the original French edition. Then the voyage continues from Oswego up the River to the Falls, Three Rivers Point, Fort Brumpton, Rotterdam, Wood-Creek, Canada Creek, Fort Stanurix (Stanwix), Schuylertown, German's Flats, Little Falls, Palatine, "Shenectady," Albany (with 6,000 inhabitants, 2,000 slaves), Saratoga, Stillwater, Troy, Philipstown, Stevenstown, Lebanon, the "Shakings-quakers" Settlement, "Pitts-Fields," Northampton in Massachusetts, "Belleytown," Marlborough, where La Rochefoucault was taken very sick "in addition to the ague"; on recovering he went on to Cambridge and Boston, "the road from Marlborough to Boston is a continual village."

Volume III contains an account of Boston, of Captain Robert's Voyage to the South Sea in 1791, etc. Then the Duke set out with General Knox for St. George River, the General's home in Main (Maine) a sail of seventy-two hours; touching at "Glocester" they sailed up to Thomas-town where the General resided on "Waldo's Patent." Warren, Thomas-town¹ (Thomaston) and Waldoborough are described but Rockland was not yet—they travelled along the shore of Penobscot Bay, to Camden (called by the Indians Myganticok—the present Meganticook), Dugtrap Creek (Ducktrap Creek), Belfast, Brigadier's Island.

In October he left General Knox's hospitable roof for Boston by land, passed Thomas-town, Broad-bay, Nobleborough, Newcastle, Wiscasset, crossed the Kennebeck, thence through Yarmouth, Portland, Biddeford (Biddeford) and Berwick. Entering New Hampshire by Dover he went on to Portsmouth, Newbury-port (in Massachusetts), Ipswich, Beverley, Salem, Marblehead, Linn (Lynn) and back to Boston through Charlestown. He visited Plymouth (where he met General Warren²), New Bedford, Bristol—then to Rhode Island, Newport, Warren, Providence,

¹The railway station at Thomaston, Maine, of the Maine Central Railway is in what was originally one of General Knox's outhouses. General Henry Knox, born in Boston in 1750, early took an active part in the American Revolution. He fought at Bunker Hill and afterwards distinguished himself in many important engagements as subaltern, colonel and general. He was appointed Secretary of War by Congress in 1785, filling that position till 1795 when he resigned on account of insufficient salary. During part of this time he was at the head of the Navy Department also. He had a large grant of land in what was afterwards the State of Maine, but then part of Massachusetts near the present City of Rockland—he retired to this estate and there lived till his death in 1806.

²This was James Warren, an American Revolutionary leader born in Plymouth, Mass., 1726, died there 1808. A graduate of Harvard, he became a merchant in his native place, and took the side of the rebellious colonists. He was for a time paymaster in the American Army, also was Speaker of the House and had a seat on the Navy Board.

Scituate, Norwich, New-London—then to Connecticut, Lebanon, Hartford (Hartford) with 6,000 inhabitants, Middletown, Westfield, New Haven, whose “aspect on the whole is pleasing,” Fairfield, Nothvarek (Norwalk), Stamford, and then into the State of New York, Paulus Hook, Elizabeth Town (in New Jersey), Newark to New York, where he visited Aaron Burr,³ “one of the most amiable men I ever met.” New Jersey is then traversed, “Voodbridge,” Brunswick, Prince-town (Princeton), Maidenhead, Trenton, and across the Delaware to Philadelphia by way of Kensington. Thus he returned to the Pennsylvania city after a seven months’ journey, the fatigue of which made it necessary for him “to take some time for refreshment and repose.”

Volume IV describes his leaving Philadelphia March 26th, 1796, for South Carolina on a packet boat, one of his fellow passengers being “M. Elleword” (Oliver Ellsworth), who had been appointed Chief Justice of the Supreme Court of the United States on the resignation of John Jay (John Rutledge appointed by Washington failed of confirmation), and “to whom the Americans, most of them young, showed no more respect than to the negro waiter.” Arriving at Charles-town (Charleston), he describes the town, the forts, etc., pays tribute to the hospitality of its inhabitants and then gives an entertaining description of the Sea Islands and the main land of South Carolina. After remaining in Charleston twenty days, La Rochefoucault set out for Georgia in company with a French botanist, de Beauvois, each hiring a “little cabriolet and a little negro.” The caymans and rattlesnakes receive attention, panthers also—the slave mart of Savannah, the hostile Indians, Augusta “until 1794 the chief town in Georgia,” Louisville the existing seat of government with only about thirty houses—but a fever which he had caught in Savannah forced him to give up his project of visiting the back country of Georgia and Carolina. A description is then given of the Spanish settlements in Florida and Louisiana, but he did not visit these parts of North America.

May 2nd, he set sail from Savannah for Charleston and spent three weeks there, adding to his information materially. He describes rice-culture, the “freshes” (freshets) and goes extensively into the cotton products and general commerce.

He was not able to visit North Carolina, but he gives the information he received concerning that State from “M. Iredwell” (James Iredell), one of the Justices of the United States Supreme Court.

He left Charleston in a sloop of twenty-nine tons, passed Cape Fear and Cape Lookout, ran aground in Chesapeake Bay and at length reached Norfolk in Virginia (renowned for its malignant epidemics, yellow fever, etc.), then Hampton, “Yorck,” Williamsburg (the former Capital of Virginia), and Richmond. Here he notes the prevailing

³Once Vice-President of the United States—best known for his ambitious scheme of an empire in the South-west and his subsequent trial for treason before Chief Justice John Marshall of the Supreme Court of the United States.

passion for games of chance, the frequency of duels and (characteristically) the rigid enforcement of the laws against inoculation.

The journey continued from Richmond to Manchester by "the worst and most dangerous of all bridges," through "Osburne" to Petersburg on the Appamatox; and with his return to Richmond ends the fourth volume.

Volume V. June 20th, the Duke set off with Guillemard for Monticello, the residence of Thomas Jefferson,⁴ passed Dover, the "creek de Fuckhehoe" (Tuckahoe), into the county of "Gooekland" (Goochland), Milford, to Monticello. Jefferson's farm, his "machine à battre le bled" (threshing machine), his "machine à semer en paquets" (seed-drill), etc., come in for admiration, while his kind reception of the traveller is beyond praise. Then to Woods-tavern, Rockfish Mountain, Staunton, Keyssel-town, Pickering's which was "un gîte *comfortable*" but "il fait cruellement chaud," Winchester, Charles-town, across the "Potowmak," Harper's-ferry, into Maryland, Frederick-town, "Poplars's-pring," Annapolis, the seat of government, Ellicotsmill, Baltimore; leaving Baltimore by stage 4 a.m. of Monday, June 19th, stopping five or six hours at Wilmington, where he was unable to sleep for the bugs and fleas which swarm there, he arrived at Philadelphia on Tuesday at 8 a.m. On the way he saw a Virginian negro, born of negro father and mother, who had changed his colour and become white. He had been black till the age of forty, then the skin on the fingers close to the nails grew gradually paler and paler till it was quite white; on nearly all the rest of his body the same process had taken place.

After a short rest at Philadelphia he set off by stage for "New-Yorck," stopping twenty-four hours in Trenton: then to Providence by way of "Stonning-town," and Newport (August 15th); then by stage again to Boston, forty-five miles, by "Patucket," Taunton and "Dehram" (Durham).

A second trip was made to Thomaston by sea (September 12th), and after a visit of twelve days, the Duke returned to Boston by way of Portsmouth, Exeter, Haverhill, etc.

Finally quitting Boston, he passed through Marlborough, Brookfield, Palmer, Springfield, Westfield, Stockbridge, to Kinderhook, entering New York State to Kingston ("formerly called Esopus"), "New Pattz" (New Paltz), Newburg, New-Windsor, West-Point, Verplankpoint, to "New-Yorck." Mineralogical and other scientific observations close this volume.

Volume VI begins with the commencement of a journey from Philadelphia, March 26th, 1797, to Federal City. He passes Wilming-

⁴The second President of the United States—the estate is still known as Monticello; it is near Charlottetown, Virginia, the seat of the University of Virginia, founded by Jefferson. To us, Jefferson's most prominent characteristic is his hatred of Britain; but he is held in reverent memory (at least ostensibly) by the Democratic Party in the United States as the Father of Democracy.

ton, Brandywine-mills, Newcastle, Chester, Annapolis, and arrives at Federal City (which became Washington, D.C.) to which the seat of government was to be removed the first Monday of December, 1800. Then by water to Alexandria to Baltimore, Hâvre-de-Grace, Elk-town and Philadelphia again. A very full description of Pennsylvania, its history, constitution, laws (civil and criminal), prison system, commerce, banks, etc., with eleven pages devoted to the manners of the people of Philadelphia (who are "universally accused of possessing less hospitality than any other city in the United States," "et il est possible qu'ils méritent cette réputation," but this may perhaps be in part explained by the fact that "les quakers vivent entr'eux et vivent retirés"), completes the sixth volume.

Volume VII contains an account of a journey to Bethlehem and the Jerseys in June, 1797. Germantown and Quakers-Town lead to Bethlehem and the Moravian Brethren whose settlement is described—Nazareth, another Moravian settlement six miles from Bethlehem—Easton, Belvedere (of some twenty houses) Hacketstown, Morristown, Chatham, "Newarck"; then follows a description of New Jersey.

Next we have the account of a stay in "New-Yorck" in August, 1797; here are set out at considerable length his observations on the laws, constitution, etc., of the State, and a description of the City—which "next to Philadelphia is the largest and the finest city in the United States," and whose inhabitants, "in point of hospitality hold a middle place between those of Philadelphia and those of Boston." Some 100 pages of general observations on the United States close the volume.

Volume VIII is entirely taken up with general observations on the United States, commerce, army, relations with the Indians, population, naturalization, coinage, constitution, etc., with many tables. The book concludes with a fervent prayer that France and the United States might draw closer to each other. "May highmindedness and good faith be the bonds which unite them! In international matters as in private life these are the most effective as they are the most honourable"—a prayer which the present writer fervently re-echoes, inserting before the word "France" the word "Britain."

I have carefully compared the translation with the first French edition (Paris, l'an VII, in eight volumes); and have at the foot of the page indicated some deviations from the original—all, I think, which are of any importance and some which may be considered unimportant—thus "Page 383"

I have not attempted to make the rhetorical, turgid and sometimes obscure English of the translator correspond to the concise, simple and clear French of the author: that would involve rewriting much of the book. In most of the instances in which the translator has misunderstood his author, I have noted the error—any omission in that regard will, I trust, be found to be of no moment.

In the print of Smith's manuscript, the capitalization and orthography have been carefully followed. It will be seen that many of the nouns are written with a capital letter—it is still the practice in German and was once almost universal in English to write all nouns with a capital letter—this custom persisted long even in print, and at least in manuscript well into the nineteenth century.

Some other important words are also capitalized, contrary to the modern usage. The opposite practice of writing gentile nouns with a small letter is found in our first Upper Canada law report, published in 1823, which speaks of "six nation indians," "indians" and "frenchmen." Taylor's Report of Cases in the Court of King's Bench, Upper Canada, York, U.C., *The King vs. Phelps*, 54 at pp. 59, 61, 62, 63 (although "Indian" and "French" are also found at pp. 57, 61, 64). Gentile adjectives are sometimes spelled by Smith with a small letter as is the French usage—this was not at all unusual in English till toward the middle of the last century.

The orthography of the French edition is the orthography of that day and calls for no comment; that of the English edition shows an uncertainty in the spelling of some words not at all without precedent, "dependant" or "dependent," "smoak" or "smoke," etc., etc. Sometimes a form is used which would not now be employed, e.g., "bason" [391], [398], [552], where we would now use "basin,"; "feldtspar" [571] is probably a mere mistake, as that form was not known in English.

The punctuation of the text closely followed in this reprint, is excessive, often obscuring rather than clarifying: it is seemingly without principle, except to throw in as many commas as possible.

Some English words are employed in a non-English sense, e.g., "expediting" [580], for "dispatching" goods, "certifying" [588] for "verifying," etc. It would almost seem that the translator was as little versed in English as in French—the words are, I think, always used in a sense etymologically correct but frequently not in accordance with usage (I am reminded of the recent use by a French gentleman of excellent English education and speaking English like a native, of the word "edification" in the sense of "house-building," a use wholly proper a century ago, but long out of date, etymologically correct as it is.)

I have availed myself of many sources of information: it would savour of ingratitude if I did not express specially my thanks to Mr. John Ross Robertson for his admirable edition of the *Diary of Mrs. Simcoe*, the notes to which are a mine of information concerning Upper Canada in those early days.

Amongst others, I am indebted to M. Fauteux, Librarian of the Sulpician Library, Montreal, and M. Arthur Robitaille, Professor of Botany, Laval University, for information concerning Lower Canada.

Professor Bain's courtesy in allowing me to use Smith's notes, etc., is on a par with his uniform kindness in permitting me the

full use of his library, containing, as it does, many valuable and rare volumes bearing on our early history.

It should, at all times, and especially in the present crisis, when the Empire is calling on all her sons, be a matter of pride to know how well Upper Canadians played their part in the infant days of our Province—the ignorant or malignant strictures of La Rochefoucault are harmless to darken the immortal fame of Simcoe, Butler and their fellows; but it is well not to allow them to remain unanswered. I am wholly convinced that his misrepresentations have had something to do with the international illwill long felt by many Americans toward the loyal North.

WILLIAM RENWICK RIDDELL.

Osgoode Hall,
October, 1916.





François Alexandre Frédéric La Rochefoucault-Liancourt.

*From the John Ross Robertson
Historical Collection, Toronto.*

TOUR THROUGH UPPER CANADA.

Saturday, the 20th of June, 1795.

[Page 380.] The vessels, in which we crossed the river Niagara, belong to the English, and are, for this reason, in a better condition than the major part of the American vessels or ferries, which are entirely left to the will and pleasure of the owners, without any public officer taking the least notice of their condition, and providing for the safety of travellers. The ferry consisted in a vessel of considerable capacity, the sides of which were one foot and a half high; it was tolerably staunch, and sufficiently large, to contain five horses without any apparent danger. The master of the vessel is directed to write down the names of the passengers; our's were already known. General Simcoe, governor of Upper Canada, informed of our journey by Mr. Hammond, the English ambassador to the United States, had long ago given notice by the post of our expected [381] arrival. Mr. Guillemard, who had crossed over on the preceding evening had announced our intended arrival on the next morning; and the Captain of an English frigate, which was receiving some repairs on the opposite bank, sent us his boat, as soon as he perceived us. Our guide, PONDRIIT, had preceded us to the river to call the ferrymen; and the ferry arriving sooner than the boat, of the destination of which we were ignorant, we stepped into the former. The passage from the American to the English side requires four or five minutes, and from the English to the American shore about a quarter of an hour. Fort Erie stands on the shore of the lake, about two miles above the ferry. The commandant had desired the captain of the frigate to supply his place, until he should be able to visit us himself. We thought it right to return this act of civility, by immediately setting out to present to him our passports. We did so, though we were not dressed to pay a visit of ceremony; but the rain having made our appearance still worse, we determined on drying our clothes at the inn, until the weather should clear up, and permit us to proceed to the fort. We were not yet dressed, when the commandant arrived at the inn, and invited us to dinner, acquainting us, at the same time, that he was directed to shew us every

Page 380. "Simcoe" is invariably written "Simcoë" in the original French.

Page 381. "Pondrit" is "poudrit" in the original. "Erie" is "Erié." The French word translated "frigate" is "frégate," which has a somewhat more flexible meaning than our word "frigate"—"vaisseau de guerre moindre que le vaisseau de ligne."

[382] civility in his power. This invitation was very agreeable to us; a dinner at a Governor's, after three day's travelling through woods, is a real feast. We accordingly attended him to the fort.

Fort Erie, as it is called, though we know not why,* consists of some houses roughly formed of wood, and surrounded with tottering palisadoes. It has neither a rampart, a covert-way, nor any other works. The buildings, which are all of them block-houses, are inhabited by the officers, soldiers, and a commissary of provision. Without the precincts of the fort, stand four similar houses, destined for the habitation of the workmen, and a large magazine, or store-house, belonging to the king. The upper story juts out beyond the ground floor, so that all who should attempt to approach the store-house, might be easily kept off with firelocks, by means of openings made in the upper story.† This fort is to be considered merely as a point of defence against the Indians for the British trade on the lake, at the extremity of which it stands. The term [383] FORT, in its usual import, cannot by any means be applied to this place, which is even now in a worse situation than formerly, since the impending surrender of the forts situated on the opposite shore to the Americans, leaves the English no alternative, but to have either no forts at all on this side of the lake, or to put those which they shall maintain in a respectable state of defence. Fort Erie is garrisoned by a company of the fifth regiment, the captain of which company is, at the same time, the commandant of the place. Captain PRATT holds this command at present; on account of his long service, he has been nominated major by brevet. The duty of the soldiers, who form the garrison, consists in standing sentries; but they are also obliged to serve on board the ships, which belong to the government. Almost all the provision, and all ammunition, without exception, come from England, and across the lakes. The navigation on the river Niagara ends seven miles above Lake Ontario, whence there is a land-conveyance as far as Chippaway, nine miles distant, where the navigation for boats and other small vessels recommences, extending as far as Fort Erie. Here the goods, destined for Fort Détroit, are laden in ships, navigated by soldiers from Fort Erie to Fort Chippaway. The return passage is [384] extremely difficult; and for this laborious task, they are allowed only fifteen shillings, to be distributed among five men, who compose the crew.*

*Dr. Morse says that Fort Erie is a *strong fortification*; an assertion which it is impossible to reconcile with the description given by the Duke, but by supposing it to have undergone considerable improvement since 1795.—*Translator*.

†Buildings of this construction are very common in the United States, as well as in British America: they are called block-houses.—*Author*. (This is part of the text in the French edition.)

Page 382. "Governor" is "Commandant" in the original; the mistake is the translator's. "Block-houses" in the original "log-houses." "United States"—"l'Amérique libre."

Page 383. "Chippaway"—"Chippawa."

*This, no doubt, is in addition to their pay as soldiers.—*Translator*.

The soldiers have a garden, where they cultivate the necessary vegetables, which by any other means they would not be able to procure. Their allowance of provision, which consists in a pound of flour, a pound of salt pork, four ounces of rice, and a little butter, a day, is, no doubt, paid for by the government at a very high rate; but to the soldiers it is delivered for two pence halfpenny a ration, which is deducted from their pay, amounting to six pence per day. All the troops, quartered in Canada, are treated in the same manner. Another company of the same regiment is at Fort Chippaway, and the remaining eight companies form the garrison of North Niagara†. Fort Détroit, and several other forts, which the English still hold in their possession, but which are to be given up to the Americans, are garrisoned by the twenty-fifth regiment. Fort Détroit stands at the end of Lake Erie, on [385] the strait or river, which separates it from Lake St. Clair. It was erected about the year 1740. The inhabitants are mostly French, and consist of about three hundred families. It is said to be in a very flourishing condition. About one hundred artillerymen are distributed in Détroit, Fort Niagara, and some other places, which I shall have occasion to mention. The troops generally remain seven years in Canada, during which time the garrisons relieve each other every year. But the war in Europe, and the fear of a rupture with America, have occasioned various alterations in these ordinary arrangements. The regiments now remain three years in the same place; a change, with which they alone are pleased, to whose lot it falls to garrison the small forts. For the same reasons, the regiments at present have but half their complements.

A store-house, belonging to a private gentleman, is also included within Fort Erie, but stands apart from the buildings, which appertain to government. In this magazine are warehoused all the goods, which come upwards, and are destined for Détroit, as well as those which go down the river to Niagara, Kingston, Montreal, Quebec, &c. They are forwarded to their places of destination, either in boats, when they go down the river, or in large vessels, when they are [386] destined for Détroit. The trade on Lake Erie is carried on in four or five merchantmen, besides three or four armed yachts belonging to the king.

Peltry is the chief commodity exported from Détroit; but we also saw several casks of very fine maple sugar, made by the Indians. We were informed, that the quantity of this article, which passes yearly through this place, is very considerable; but were not able to learn its exact value in money. The owner of the store-house hires, at times, about twenty Canadians, for the shipping and unshipping of the goods.

†Fort Niagara, as well as the other forts mentioned by the Author, were surrendered up to the Americans in July 1796.—*Translator*.

Page 384. "necessary" is an interpolation. "Fort Chippaway"—"Chippawa."

Page 385. "Three hundred families"—"Trois mille familles." "Kingston"—"Kingstown." "Montreal"—"Mont-Réal."

Page 386. "yachts"—"Sloops," a wholly proper designation.

for carrying them into the magazine, and transporting the boats by land to the lower country. The Canadians no sooner learned, that we were Frenchmen, than they expressed to us a satisfaction, attachment, and respect, repeated demonstrations of which our peculiar situation obliged us to avoid.

The Chippaway, a king's yacht, commanded by Captain HARA, arrived here during our residence in the fort. He had been seven days passing the strait, which ships frequently clear in two days.

Hard cash or specie is extremely scarce in this corner of the world. It can come only from Lower Canada, but they like to keep it in Quebec and Montreal. Nay, the paymaster of the [387] troops, on pretence that the conveyance is dangerous, sends no specie for the troops, though he receives their pay in hard cash. He could most certainly not refuse it to the paymasters of the regiments, if, for that purpose, they proceeded to Montreal or Quebec, where he resides. But to undertake this journey at the expense of the corps, would occasion too considerable a reduction from their money, which should reach its destination without the least diminution. He accordingly remits it in bills of exchange, which are paid in paper-money, that every one makes to any amount he chooses, and which nevertheless is universally received with a degree of confidence, equal to that which obtained in France in the second year of the revolution. There are *notes* of this kind of only two pence in value. They are small strips of paper, either written or printed, frequently without any signature, and mostly effaced and torn.

During our dinner several Indians arrived in boats. They formed a small camp on the banks of the river, which we visited on our return. We experienced from them the most cordial reception, to which, perhaps, the state of one of our companions, not dissimilar to that in which most of these drinkers of rum found themselves, contributed not a little.

[388]

Sunday, the 21st of June.

After a hearty breakfast on board the Chippaway frigate, where we learned, that this vessel, which is about four hundred tons burthen, and pierced for sixteen guns, cost five thousand pounds sterling!—a proof of the enormous price of labour in this country—we embarked for Chippaway. Major Pratt insisted on our taking our passage in a vessel belonging to government, as he had particular orders to that

Page 386. "Chippaway"—"Chippawa." "Hara"—"Haro." "Yacht"—"Sloop." "Seven days passing the Strait"—"Sept jours dans la traversée depuis le Détroit," i.e., "Seven days in coming from Detroit." "Montreal"—"Mont-Réal."

Page 387. "Montreal"—"Mont-Réal." "Two pence"—"deux sols," i.e., "two half pence." "Boats"—"pirogues."

Page 388. "Chippaway"—"Lotowha." "Four hundred tons"—"d'environ 40 tonneaux," i.e., "about 40 tons." "Chippaway"—"Chippawa."

effect. He manned it with six soldiers, who were excellent hands at rowing; and also directed Lieutenant FAULKNER to attend us as far as Niagara. No denial, on our part, could prevail with him to withhold this act of civility, which, even during my prosperity, would have embarrassed me, and which now bore the appearance of scorn rather than politeness. We were, therefore, obliged to submit, and to assume the air of persons, whose rank demanded this distinction. We were now approaching the prospect of the Grand Cataract of Niagara, one of the principal objects of our journey, and which I had long desired to see. We formed, every one of us, different ideas of this waterfall, according to our different powers of fancy; each stroke of the oars brought us nearer to it, and our attention being entirely [389] turned to discover the foam, and hear the noise, we took but little notice of the banks of the river, which, on the side of Canada, are tolerably settled, of the uncommon width of its channel, or the majestic course of its stream. At last we heard the noise, and perceived the spray. The weather was rather unfavourable, so that we could not, at any considerable distance, enjoy this grand spectacle. The rapidity of the stream, which is perceptible several miles from the falls, soon carried us to Chippaway. A whole mile before you reach that place, you must keep close under the shore, without which precaution the stream would soon involve the boat, and irresistibly hurl it to destruction. You must even make the utmost exertion in rowing to remount the Chippaway Creek, from which the fort takes its name.

We had no sooner landed, than, with the utmost impatience, we hastened to the falls, scarcely returning with due attention the civilities we experienced from Captain HAMILTON, commandant of the fort. We accepted, however, his invitation to dinner, which on our account he kindly deferred until four o'clock, mounted our horses, and, with Lieutenant Faulkner, proceeded to the falls. The distance of Chippaway from the falls, in a straight line, is but a mile and a half; but the banks of the river form so [390] many flexures, that the road, which winds along them, is three miles long.

At Chippaway the grand spectacle begins. The river, which has been constantly expanding from Fort Erie to this place, is here upwards of three miles wide; but on a sudden it is narrowed, and the rapidity of the stream redoubled by the declivity of the ground on which it flows, as well as the sudden contraction of its bed. The channel is rocky; and the interspersed fragments of rocks encrease the violence of the stream. The country is flat and even to this point; but here a range of white rocks arises on each side of the river, which is contracted

Page 388. After "demanded this distinction," the original text has "*Nos chevaux ont été nous attendre au lieu où nous devons débarquer*"—"Our horses were to await us at our point of debarkation."

Page 389. "Foam"—"*vapeur*," i.e., "spray." "Chippaway"—"Chippawa" (three times). (As this spelling is constant, we shall not again notice it.)

to half a mile's breadth. This range is a branch of the Alleghany mountains*, which, proceeding from Florida, previously to their reaching this point, intersect the whole continent of America. The river, more closely hemmed in by the rocks on the right, incroaching upon its channel, branches into two arms, one of which flows along the bank, formed by the rocks on the right; and the other, far more considerable, being separated by [391] a small island, makes straight on to the left, and sweeps through a bason of stone, which it fills with much foam and noise. At length, being again obstructed by other rocks, which it meets on its right, it alters its course with redoubled violence, and along with the right arm rushes down a perpendicular ledge of rocks one hundred and sixty feet high†, nearly half concave, and probably worn out by the incessant impetuosity of the waters. Its width is nearly equal to that of its bed, the uniformity of which is only interrupted by an island, which separates the two arms, rests unshaken on its rocky basis, and seems, as it were, to swim between the two streams, which rush down at once into this stupendous chasm. The waters of the lakes Erie, Michigan, St. Clair, Huron, and Lake Superior, and of the numerous rivers, emptying themselves into these lakes, incessantly replace the water that thus dashes down. The water of the falls tumbles perpendicularly on the rocks. Its colour is at times a dark green, at others a foaming white, brilliant throughout, and displaying a thousand variegations, as it is struck by the rays of the sun, or, according to the time [392] of the day, the state of the atmosphere, the force of the wind, &c. The water, which rushes down the rocks, rises in part in a thick column of mist, often towering above the height of the falls, and mixing with the clouds. The remainder, broken in its perpendicular descent by fragments of rocks, is in continual agitation; spouts and foams, and casts on shore logs of wood, whole trees, boats, and wrecks, which the stream has swept along in its course. The bed of the river, formed by the two ridges of rocks which extend a great way farther, is still more narrowed, as if part of this mighty stream had vanished during the fall, or were swallowed up by the earth. The noise, agitation, irregularity, and rapid descent of the stream, continue seven or eight miles farther on, and the river does not become suffi-

Page 390. "Alleghany"—"Allegany." After "the river," (where it occurs the second time on this page) the name is given in the original, "Saint-Laurent, ici nommé rivière de Niagara."

*This principal ridge of the Alleghany mountains, which extend north-east and southeast, nearly parallel to the sea coast, about nine hundred miles in length, and from sixty to one hundred and fifty and two hundred miles in breadth, is descriptively named *the back-bone of the United States*.—*Translator*.

†Other accounts say, that the perpendicular height at the cataract is only one hundred and thirty-seven or one hundred and fifty feet.—*Translator*.

Page 391. "Its width is nearly equal to that of its bed"—"Là elle tombe en formant une nappe presqu' égale dans toute son étendue," i.e., "there it falls in a sheet almost uniform throughout its whole extent." "The waters of the falls"—"Les eaux des deux cascades."

"Brilliant throughout"—"Quelquefois absolument limpide," i.e., "sometimes absolutely clear," limpid.

ciently placid for a safe passage till it reaches Queenstown*, nine miles from the falls.

I crept down to the cataract; the descent is very difficult; perpendicular steps, hewn out of trees, caverns, and projecting rocks, the scattered fragments of which warn the traveller of the danger from the descent, without offering any hold, except some decayed bushes, which the imprudent adventurer who should place any dependence [393] on them, would carry with him into the unfathomed abyss. Every thing seems calculated to strike with terror; but curiosity is as heedless as any other passion. The certain prospect of a splendid fortune would hardly induce me to attempt, what I at this moment did from the mere impulse of curiosity. I frequently crawled along on both hands; the zeal with which I pursued my object gave me a dexterous activity, which I was not conscious of possessing. I several times abandoned myself entirely to chance, and thus I toiled a mile and a half to reach the foot of this stupendous cataract. The pleasing consciousness of having attained our end is the only reward of the exertions, by which we have obtained success. In the course of our life we frequently meet with similar instances.

Near this spot is a whirlpool, the spray of which drenches your clothes even at a distance. The columns of foam, arising from the falls, mix again with the descending stream. The bason itself is hidden by this thick cloud, and the tremendous noise, which is more violent here than anywhere else, is the only enjoyment to be attained. You may proceed a few paces on pieces of rock, lying between the column of water and the rocks from which it rushes down; but here [394] you are completely sequestered from the world, you are even deprived of the prospect of the falls by the column of water, which, by its density and motion, intercepts the free access of air to such a degree, that suffocation must unavoidably be the result of a long continuance in this place.

It is impossible to describe the impression, which this cataract made upon our minds. Fancy, which had long cherished the hope of viewing it, now offered pictures, which might seem exaggerated, yet were much inferior to the reality. To attempt a description of the impression we felt, would be equivalent to a description of the falls; an attempt far exceeding our powers. The enthusiasm, which seized my soul at the aspect of this magnificent spectacle, was too powerful to be weakened by our unpleasant journey back to the Fort; and it was not until I arrived at Captain Hamilton's, that I found leisure to notice my weariness, my hunger, my bruises, the miserable condition of my clothes, and the time of the day.—It was two o'clock.

*In Upper Canada, on the west side of the straits of Niagara.—*Translator.*

Page 393. "Foam"—"vapeurs."

Poor Lieutenant Faulkner, who thought himself obliged to attend *my Highness*, unfortunately partook not of my enthusiasm, but merely associated in my struggles with various obstacles, and bore his share of contusions and fatigue. In [395] spite of his excessive politeness, he seemed extremely sad and dull, until some glasses of wine had cheered up his spirits.

Captain Hamilton, commandant of Fort Chippaway, which is even inferior in strength to Fort Erie, was so kind as to detain us to dinner. The *ennui* naturally resulting from this dreary post, the most dull of any, is beguiled by the society of a handsome, sweet, and lovely wife, and six children, who constantly surround him. They both received us in that plain, cordial, and easy manner, which characterises persons who have constantly frequented the best society.

Chippaway was formerly the chief place of an Indian tribe, which now inhabit the borders of Virginia. The carriage rendered necessary by the water-fall and its continued effects ends here. Previous to the treaty of peace of 1783, vessels were laden and discharged on the other side of the river near fort Slusher*, opposite Chippaway.

Besides the barracks, here as at Fort Erie, are store-houses, which belong to government; and others appertaining to merchants. The whole village consists of a tolerable inn, and a small number of other houses; the stagnant water of [396] the creek renders it very unhealthy, and to this circumstance are imputed the endemic fevers which every year afflict the inhabitants of the place.

Monday, the 22nd of June.

We left Chippaway early in the morning, with an intention of once more visiting the falls. The rain, which fell in torrents, could not deter us from our design. I saw it now from a spot, from which Mr. de Blacons had viewed it the preceding evening, and to which he desired to conduct us. This place is known in the country by the name of Table-Rock, and forms a part of the rock over which the river precipitates itself. You here stand in the midst of its bed, and almost in the water, so that you can, with perfect safety, see the river rushing down at your feet; but, advancing only two paces, you would be hurried to destruction. On this spot you also enjoy the beautiful prospect of the foaming water dashing along over the rapids of the awful fall, from which you are not separated by any intervening object, and of the tremendous whirlpool, which engulfs it. It is *from this spot*, that this wonder of nature should be viewed, if you would see it but *from one spot*. But it ought to be contemplated from all sides; [397] your astonishment will constantly rise, and you will behold and admire in awful silence.

Page 394. "My Highness"—"Ma Grace."

*The author misnames the fort, which he calls fort Skuyler.—*Translator*.

Page 395. "Fort Slusher"—"Skuyler."

The descent is more easy to the Table-Rock than to any other spot. It is much to be regretted, that the government of a people, which surpasses all other nations for fondness in travelling and curiosity, should not have provided convenient places for observing this celebrated phenomenon, at all possible points of view. It is pleaded in excuse, that the number of travellers, whom curiosity leads to this spot, is inconsiderable; that even they, who travel this way on account of business, and stop here to view the falls, are few in number; that only hunting Indians and idle children form the idea of creeping down to the falls; and that consequently nobody would be benefited by the money expended in providing an easy access. Yet all these pleas cannot justify a saving of thirty dollars, for which expense the greatest curiosity in the known world would be rendered accessible.

It is superfluous to mention, that, notwithstanding the severity of the winter in this country, the *cataract*, as well as the river above it are never frozen. But this is not the case with the lakes, and smaller rivers, which supply it with water. Enormous flakes of ice rush constantly down this cataract when the thaw sets in [398] without being entirely dashed to pieces on the rocks; and thus are frequently piled in huge masses, up to half its height. With the noise, occasioned by the falls, we were less struck than we expected; and Mr. Guillemard, as well as myself, who had both seen the Rhine-fall near Schafhausen, could not but acknowledge, that the noise it produces is far more striking. Yet, I must repeat it again and again, that nothing can stand the test of comparison with the Falls of Niagara. Let no one expect to find here something pleasing, wildly beautiful or romantic; all is wonderfully grand, awful, sublime; every power of the soul is arrested; the impression strikes deeper, the longer you contemplate, and you feel more strongly the impossibility of any expressions doing justice to your perceptions and feelings.

About a mile above the falls, two corn-mills and two saw-mills have been constructed in the large bason, formed by the river on the left. We examined, with peculiar attention, the most distant of them. It is the most remarkable chiefly on this account, that the logs are cut here into boards, thrown into the Chippaway creek near its mouth, and by means of a small lock conveyed into a canal, formed within the bed of the river by a double row of logs of timber, fastened together and floating on the water. The [399] breaking of these is prevented by other large balks floating at a certain distance from each other, which form, as it were, the basis of this artificial canal. The water retains in this canal the rapidity of the current, and conveys the logs into the lower part of the mill, where, by the same machinery which moves the saws, the logs are lifted upon the jack and cut into boards. Only two saws at a time are employed in this mill. The power of the water is

Page 397. "Table-rock"—"la tableroke."

Page 398. "Schafhausen"—"Shafousen."

Page 399. "Jack"—"chantier," i.e., "bed of the saw."

almost boundless, but the present wants of the country do not require a greater number of saws. The very intelligent owner of the mill has constructed it on a plan, which admits of the addition of a greater number of courses, according as these shall be required by an increased consumption. On the same principle he has built his corn-mill, which has at present only four courses. The miller's dues for grinding, as fixed by the legislative power, amounts to a twelfth throughout all Upper Canada, and for sawing logs to a moiety of the wood sawed.

In the course of last year a sulphureous spring was discovered at a few yards distance from the bank of the river, which was, however, filled up by the fall of earth crumbling from its verge. This spring has again of late shewn itself in the canal, which conveys the blocks to the mill. A stone [400] laid over the spring, prevents its water from being mixed with that of the river. On the approach of a fire-brand the vapour or steam kindles, assumes the colour of burning spirit of wine, and burns down to the bottom. Much time will probably elapse, before an enquiry shall be instituted, whether this spring be endowed with any medicinal powers.

An iron-mine, too, has lately been discovered near Chippaway creek. A company has associated for the working of this mine, and resolved on erecting an iron-forge in the vicinity of the falls. But this they dare not establish without the governor's permission; for the mother country still persists in supplying all its colonies with its own manufactures; and refuses to relinquish a monopoly, that has already cost it that part of America, which composes the United States*. But the company hope to obtain the desired permission.

The land all along the road from Chippaway to New York is seemingly good, though not of the best quality, and exhibits a considerable number of dwelling-houses. The grants of land, made by the government in this country, are some of them [401] of a recent, others of a more ancient date; the first settlements are hardly ten years old, and the major part only three or four. The houses, entirely built with logs, are better constructed, and more cleanly than in most other parts of the United States. The mode of agriculture appears to be much the same, as in other parts of the Union. The common price of land in this neighborhood is one pound, New York currency, or two dollars and

Page 399. "Four courses"—"deux paires de meules," i.e., "two run of stone." "Yards"—"toises," i.e., "fathoms." "Blocks"—"Arbres," i.e., "trees or logs."

*Impolitic disputes, chiefly relative to the right of taxation, not this monopoly, occasioned the dismemberment of the British Empire in America.—*Translator.*

Page 400. "That part of America which composes the United States"—"l'Amérique." "New York"—"Navy-Hall ou Newarck"—a mere mistake of the translator, or perhaps a misprint.

Page 401. "Than in most other parts of the United States"—"Que celles que l'on voit communément dans les États-Unis," i.e., "than are commonly seen in the United States"—the translator's mistake. "As in other parts of the Union"—there is nothing in the French text corresponding to this.



RESIDENCE OF ROBERT HAMILTON, QUEENSTON.

*From the John Ross Robertson
Historical Collection, Toronto.*

half an acre, if the proportion of the cleared ground to the wooded be as forty to two hundred, or nearly so. Peculiar circumstances, a favourable situation, more extensive buildings, &c., enhance the price. Throughout this whole tract of country, labourers are not easily procured; and they receive, besides their board, from five to six shillings per day. The winter continues only from the middle of December to the beginning of April.

The roads from fort Erie to Newark are tolerably open, and lie for the most part over a sandy ground, which renders it more easy to keep them in repair. The frequent passage to and fro, in this part the country, does not destroy them. Such commodities, as are destined for the upper country, are unshipped in Queen's Town, and goods, expedited from it, are embarked in this place. The different buildings, constructed three [402] years ago, consist of a tolerable inn, two or three good store-houses, some small houses, a block-house of stone, covered with iron, and barracks, which should be occupied by the regiment of General Simcoe, but which are now unoccupied, the regiment being quartered in another part of the province. Mr. Hamilton, an opulent merchant, who is concerned in the whole inland trade of this part of America, possesses, in Queen's Town, a very fine house, built in the English style; he has also a farm, a distillery, and tanyard. This merchant bears an excellent character; he is a member of the Legislature of Upper Canada, but at present in England.

The portage was formerly on the other side of the river; but as this, by virtue of the treaty, falls under the American dominion; government has removed it hither. The whole country, though extremely sandy, is covered with oaks, chestnuts, and fine hickory trees, and such parts, as are better watered, bear, in common with all other parts of America, ash and maple-trees.

It was on this spot, that Mr. de la JONQUIERE, commissioned by the French Court to secure the free navigation of the lakes to French traders, formed his first settlements, which by permission, and under the protection of the Indian tribe of the Yonnowshouans, (who, with many [403] other tribes, have vanished from this part of the globe), were afterwards transferred to Niagara.

From the civil treatment we experienced, as soon as we reached the boundaries of the government of General Simcoe, we could not but

Page 401. "Newark"—Newarck" (this spelling will not again be noticed; it is uniform throughout the French text). "The frequent passage"—"Le passage assez fréquent des voitures," i.e., "the fairly frequent passing of vehicles." "Queen's Town"—"Queenstown."

Page 402. "The regiment"—"le regiment de chasseurs," i.e., "the regiment of Rangers."

After "an excellent character," the French text has "il est de l'espèce d'hommes la plus précieuse pour un nouveau pays," i.e., "He is the most valuable kind of man for a new country"—an encomium which all we know of Hamilton shows to be well-deserved. "Yonnowshouans"—"Yñowshouans."

expect a kind reception on his part; and yet the event exceeded our expectation. No sooner was he informed of our arrival, than he sent his adjutant-general to invite us to dinner. Having just alighted from his horse, he could not come himself. We accepted his invitation, and shortly after dinner, he entreated us to remain with him, to sleep in his house, and consider ourselves as at home. To refuse this invitation would have ill corresponded with the politeness of his conduct, of the sincerity of which we were convinced. By accepting it, we greatly promoted our own convenience, as we had no visits to pay in the town, which is full half a mile distant from the Governor's house, and could not but expect to be most agreeably entertained in his society, and to obtain from him the most satisfactory information respecting the country, which so forcibly engaged our curiosity and attention.

We soon understood, that we should be obliged to continue longer in Niagara than we originally designed. On my acquainting General Simcoe [404] with my intention to proceed to Quebec, he informed me, that, without the express permission of Lord DORCHESTER, it was not in his power to allow any foreigner to enter Lower Canada; he even shewed the Governor-general's positive orders to that effect, issued in the month of October, and occasioned by the conduct of some Frenchmen. Although the wise measures of prevention, adopted by the Governor-general, as well as all other steps tending to avert a revolution, met with my fullest approbation; yet I could not but find it extremely unpleasant, that Mr. Hammond in so positive a manner should have assured me of Lord Dorchester's perfect concurrence with him on the score of my intended journey. On his asserting that a passport, granted by him, was the only sufficient mean to enable a foreigner to proceed from the United States into Lower Canada, I entreated him, in addition to this passport, to write a letter to Lord Dorchester, who, by ordering the subordinate commander to let us pass, would have saved us a tedious delay in our journey, and the uneasiness naturally arising from our incommoding General Simcoe for such a length of time. Yet, we were necessitated to conceal our dissatisfaction, and wait until Lord Dorchester could send his [405] answer to Kingston, to which I requested him to direct it.

I employed my long residence in Niagara, to acquire some knowledge of the country, the attainment of which was greatly facilitated by the generous openness of Governor Simcoe.

So late as in the year 1791, the administration of Upper Canada was separated from that of Lower Canada. It formerly constituted a

Page 404. "that Mr. Hammond . . . Lower Canada," "que M. Hammond m'eût assuré avec tant de confiance, qu'il était convenu avec Lord Dorchester, et à la demande de celui-ci que son passeport serait le seul moyen et le moyen suffisant pour un étranger d'entrer des États-unis dans le Bas-Canada," i.e., "that Mr. Hammond had assured me so confidently that he had arranged with Lord Dorchester (and at Lord Dorchester's request) that his (Hammond's) passport should be a sufficient and the only means for a stranger to enter Lower Canada from the United States."

part of the province of Quebec. The administration of it was much the same as that of the English colonies, and depended entirely on the will and pleasure of the Governor; yet was undoubtedly here conducted with still more precaution, not only because Lord Dorchester, by all accounts, is a man of a mild and just disposition, but also because the lesson, given by the United States, will not prove altogether fruitless. The British Parliament, at the same time when it divided these two tracts of the province of Quebec into Upper and Lower Canada, gave them a representative form of government, which, though all the springs of this political machine are yet in the hands of the Governor-general, is framed in such a manner, that if this country should grow more populous, more opulent and enlightened, it will not prove an arduous task, to rescue the management of public affairs from this influence, which [406] at present is very great, and, in the actual state of things, perhaps absolutely necessary.

Lord Dorchester is Governor-general of the British possessions in North America; the governors of the different provinces are only lieutenant-governors; who, whenever he appears, yield to his superior authority; and are also responsible to him in all military affairs, if they be gentlemen of the army, which is by no means an indispensable qualification for the place of a lieutenant-governor. In regard to state-affairs of whatever nature and complexion, the lieutenant-governor corresponds immediately with the English ministry. It is from them he receives his order and instructions, without being obliged to communicate them to the Governor-general, who is not even possessed of the right, on leaving the different districts of his government, to give the smallest directions for what is to be done during his absence. For this reason the Governor-general, except when pressing military arrangements call him from the chief town of his government, constantly resides there, while the lieutenant-governor, who has no business in that place, keeps as much as possible at a distance from it. But as no accounts of any public expenditure pass, without being signed by the Governor-general, he possesses a powerful influence over all sorts of [407] operations and projects, which at least require his approbation; an influence that extends through all the different branches of his government.

The British possessions in North America are divided into Upper and Lower Canada, New Brunswick, and Nova Scotia. Only the first two of these provinces are governed by the new constitution. The others are governed as in former times.

The boundary between Upper and Lower Canada lies about one hundred miles above Montreal*. The extent of Upper Canada far ex-

Page 405. "Governor-General"—"des gouverneurs." Page 406. "State-affairs"—"les rapports civils," i.e., "in civil matters."

*The line between Upper and Lower Canada commences at a stone boundary on the N. bank of Lake St. Francis, in St. Lawrence River, in the cove W. of *Point au Boudet*, thence northerly to Ottawas River and to its source in Lake Tomiscaning, thence due N. till it strikes the boundary of Hudson's Bay or New Britain.—*Translator*.

ceeds that of Lower Canada, as, the western boundary being undefined, it comprises all the known and unknown countries, extending as far as the Pacific or Great Sea, and is bounded northwards also by unknown countries. The population of Lower Canada is estimated at about one hundred and forty thousand souls, and that of Upper Canada at thirty thousand, but this estimate seems rather high†.

[408] The leading articles of the new constitution of Canada are as follows:—

That the Province of Quebec be divided into two Provinces; Upper and Lower Canada.

That it have two houses of legislature; one hereditary; one elective.

That Upper Canada be destined for the reception chiefly of British settlers.

That the allotment of lands in Upper Canada be, under certain restrictions, left to the authority of the local legislature.

That the representative house of legislature be septennially elected.

That the clergy be provided for by an ample allotment of lands, amounting to one-seventh.

That certain titles of honour be connected with the right to a seat in the hereditary house of legislature.

That the liberty of introducing more or less of the municipal law of England be left to the discretion of the Provincial Assembly.

Upper Canada is a new country, or rather a country yet to be formed. It was probably for this reason General Simcoe accepted the government of it. He was fully aware of the advantages, which his native land might derive from such a colony, if it attained perfection; and imagined, that means might be found adequate to [409] this purpose. This hope was the only incitement, which could impel a man of independent fortune, and, as he says, of confined wishes, to leave the large and beautiful estates he possesses in England, and to bury himself in a wilderness among bears and savages. Ambition at least appears not to have been his motive, as a man in General Simcoe's situation is furnished with abundant means of distinguishing himself by useful activity, without removing to a great distance from his native country, where,

†Dr. Morse estimates the population of both these provinces at one hundred and fifty thousand souls. Lower Canada, in 1794, contained one hundred and thirteen thousand and twelve inhabitants.—*Translator*.

Page 407. "As the Western boundary being undefined, etc."—"Puis- qu'elle n'a du côté de l'ouest, pour bornes, que celles de la souveraineté anglaise, qui, dans l'opinion des Anglais, embrasse tous les pays connus et à connaître, etc.," i.e., "As it has on the West no boundaries except those of the English territory, which as the English think, embraces all the lands known and to be discovered as far as the Pacific Ocean."

Page 408. The Articles of the Constitution of the two Canadas as given by the translator are not at all those in the text; La Rochefoucault gives, section by section, a very fair abstract of the Constitutional Act of 1791, 31 George III., c. 31, covering nine pages of his work. "Probably" has no corresponding word in the French.

in such a case, he is almost sure of being forgotten. But, whatever have been his motives, his design has been attended with consequences highly beneficial.

The plan conceived by General Simcoe for peopling and improving Upper Canada seems, as far as he has communicated it to us, extremely wise and well arranged. The central point of all his settlements, and of the population of this country, he means to place between Détroit River and the plantations already established in Lower Canada, within a square formed by Lake Ontario, Lake Erie, Détroit River, and Lake Huron. From a supposition that the Fort of Niagara would certainly remain in the possession of the English, he at first intended to make Newark the chief town of his government. But, since it has been [410] decided*, that this fort is to be given up, he has been obliged to alter his plan. A chief town or capital must not be seated on the frontiers, and much less under the guns of the enemy's fort. He has since thought of York, situated on the northern bank of Lake Ontario, nearly opposite to Niagara†; it is in this place he has quartered his regiment, and he intends to remove thither himself when he shall withdraw from the frontiers.

York, from its extent, security, and situation, offers an excellent road. The communication between Lake Ontario and Lake Huron is facilitated by several rivers and small lakes. The surrounding territory possesses a good soil, and affords all possible means to improve the trade on the lake. Even in a military point of view its situation is very advantageous. The banks of Lake Ontario are likely to be first peopled by the Americans, and to become most populous; and Lower Canada will always prove to them an object of jealousy and envy rather than Upper Canada. On this ground it is extremely important, to choose a [411] situation, which renders it more easy to succour such points as are most exposed to an attack. Yet Governor Simcoe seems to have relinquished the idea of establishing his residence, and the seat of government, at York. He intends to remove them to the banks of a river, which is to be found in all maps under the name of De la Franche, and which he has named the Thames. This river, which rises between Lake Huron and Lake Ontario, but is not yet sufficiently explored, is supposed not to be far distant from the Miami or Great

*By the Treaty of 1794.—*Translator.*

†York, designed to be the seat of the government of Upper Canada, is situated on the north-west side of Lake Ontario, forty miles north by west from Niagara Fort, and one hundred and twenty west-south-west from Kingston.—*Translator.*

Page 410. "York"—"Yorck," always. "When he shall withdraw. . ." —"Pour s'éloigner de la frontière," i.e., "in order to withdraw, etc., etc." "An excellent road"—"Une rade admirable," i.e., "an excellent roadstead."

Page 411. "de la Franche" (Smith corrected this with a pen, changing the initial F into a T, the original has the correct spelling.) "The Miami or Great River"—"La grande rivière," a mistake of the translator. "Four or five miles" is found also in the original French—of course an error in omitting "hundred."

River. It flows four or five miles in a south-west direction, and empties itself into Lake St. Clair. It is the Governor's intention to build his chief town, to which he has already given the name of London, about two hundred miles distant from the lake. A communication between this river and another, which falls into Lake Huron, may be easily established, in the vicinity of Gloucester, and by land-carriage a communication may also be opened with Lake Ontario. The Governor is at the same time master of these two lakes, as well as of Lake Erie, which, though fifteen miles distant, he can reach without any intervening portage, but one of three miles. Moreover, that part of Lake Erie, which lies nearest to the projected capital (Long Point), is exactly the most important point for the defence [412] of the lake, and on this point, which lies opposite to the American settlement on the peninsula, the Governor means to form a harbour, and erect considerable works for its protection. If the capital be situated on this spot, it will of consequence enjoy several advantages, besides those which York would afford. It stands nearer the centre of the expected population; is more remote from the parts belonging to the Indians; and the Governor intends to station the troops, which yet occupy the forts to be delivered up to the Americans, in the posts of Gloucester on Lake Huron, of Long Point on Lake Erie, of Michigan, in two or three towns, which are to be built on the banks of the Thames, and lastly in York. This intended capital is surrounded by all possible means of defence, and is so situated, that it may speedily give succour, wherever it may be wanted.

From the readiness which government displays in granting lands gratis, the Governor entertains not the least doubt of soon obtaining a numerous population. Many families, who at the beginning of the American war embraced the royal cause, have since the conclusion of peace settled on lands, which were bestowed on them gratis. The American soldiers, who fought under the same unfortunate banners, obtained also an indemnification in lands, on which most of them [413] have settled. All officers, who served in that war, are likewise entitled to some hundred acres, a certain number of which are already cultivated by them. The Governor is also sanguine in his hopes of procuring many colonists from the United States; he relies on the natural fondness of these people for emigrating, and on their attachment to the English government. There arrive indeed every year a considerable number of families from different parts of the Union; they do not all settle, it is true, but some remain in the country. He also reckons upon drawing numerous settlers from New Brunswick, who cannot endure the climate of that country. And lastly, the considerable emigration

Page 411. "In the vicinity of Gloucester," refers in the original to the point at which the river falls into Lake Huron. "Long Point" is that part of Lake Erie nearest to the projected capital, London.

Page 412. "On the peninsula"—"L'établissement de Presqu'isle," i.e., "the settlement at Presqu'isle." "of Michigan"—"à la pointe du lac Michigan," i.e., "at the apex of Lake Michigan." "Most of them"—"beaucoup," i.e., "many of them."

from Europe, which he fancies he foresees, affords him certain hopes of obtaining thence a very numerous population. Yet, by his account, the prevailing sentiments of the people render the admission of new inhabitants, who present themselves, rather difficult; especially of those, who come from the United States. For this reason, he sends such colonists, as cannot give a satisfactory account of themselves, into the back country, and stations soldiers on the banks of the lakes, which are in front of them. He would admit every superannuated soldier of the English [414] army, and all officers of long service, who are on half-pay, to share in the distribution of such lands as the King had a right to dispose of. He would dismiss every soldier, now quartered in Canada, and give him one hundred acres of land, as soon as he should procure a young man to serve as his substitute. With his views to increase the population of the country, he blends the design of drawing young Americans into the English service, by which he will augment the number of American families, attached to the King of Great Britain. In the midst of these families of soldiers, which he intends to settle on the lakes, and on all the frontiers towards the United States, he means to place all the officers, who as has already been observed, have any claim on the lands. He proposes thus to form a militia, attached to the King from habit and gratitude; and this he considers as one of the most certain means for suppressing the disturbances, which might be excited by some disaffected new settlers, who inhabit the midland counties, and at the same time as one of the best measures of defence in case of an attack. By this plan of settling amidst the soldiers officers and gentlemen of respectable families, whom he hopes to attract from England, he wishes to form a class of gentry, and to promote more or [415] less the execution of the project, clearly discernible in the new constitution, to introduce into the two Canadas an hereditary nobility.

It is asserted that all Canada, vast as is its extent, produces not the necessary corn for the consumption of its inhabitants; the troops are supplied with flour from London, and with salt meat from Ireland. In General Simcoe's opinion Upper Canada is not only capable of satisfying the wants of all its inhabitants, but also of becoming a granary for England, and of creating a considerable trade by the exchange of this necessary of life for other commodities; nor does he entertain the least doubt, but that the activity, in agricultural pursuits, which he endeavours to excite in Upper Canada, will operate as a powerful example in regard to Lower Canada, and rouse it from its present supineness and indolence. He conceives, that the vast quantities of fish, with

Page 414. "Have any claim on"—"Ont droit à recevoir," i.e., "have the right to receive."

Page 415. What is called "Corn" in the translation, is of course not our Indian corn or maize: the French word translated "corn" is "bled" (in modern French "blé") which generically is "grain" but is here practically synonymous with "froment" "wheat" (I cannot understand why the translator has [587] given "rye" as a translation for "froment.")

which the lakes abound, and especially of sturgeons in Lake Ontario, afford the means of a successful competition with Russia, which supplies England with this article to a very considerable amount.

The corn-trade is, in his judgment, far preferable to the fur-trade, which appears to him at once unprofitable for Great Britain, and a means of oppression to Canada, in as much as it throws the whole trade into the hands of a few companies, [416] and at the same time renders them masters of the commodities, which are imported from England in return. It is his wish, that merchants may settle on Lake Ontario, in Montreal, and in Quebec; and, by the establishment of a corn-trade, destroy that monopoly which very justly excites his indignation; and he entertains hopes, that this will actually take place.

The maxims of government, professed by General Simcoe, are very liberal and fair; he detests all arbitrary and military government without the walls of the fort; and desires liberty to its utmost latitude, so far as is consistent with the constitution and law of the land. He is, therefore, by no means ambitious of investing all power and authority in his own hands, but commits to the lieutenants, whom he nominates for each county, the right of appointing the justices of the peace and officers of the militia. By this measure, he thinks, he shall be able to attach men of weight and influence to government, and subordinate officers to their superiors, and thus secure additional resources for preserving the good opinion and affection of the Canadians towards the British Government. All the justices of the peace, whose number is very great indeed, possess the right within their respective districts of assigning, in the King's name, to every settler, with whose conduct [417] and principles they are acquainted, a lot of two hundred acres of land. The surveyor of the district is informed by the justice of the peace of the grant, made in favour of the new colonist, and of the oath of allegiance, he has taken; on receiving which information he gives the new settler a certificate, pointing out that part of the district, where he is to find the land, allotted to him by the magistrate. If he should wish for a greater quantity of land, he must apply to the Executive Council.

From the present smallness of the number of the inhabitants of Upper Canada; which, however considerable the migration may be, for a great length of time will bear no proportion to the extent of country to be peopled; General Simcoe entertains not the smallest wish to enlarge his territory at the expense of the Indians; on the contrary, he receives with the utmost kindness those whom the Americans drive from their habitations; and this conduct is extremely wise. If, on the one hand, the policy of the United States require that, in the intermediate space between them and the English, there should not reside a people, who may prove dangerous from their extreme susceptibility of seduction, who cannot be useful on account of their small number, and who, being a

nation that lives by [418] hunting, demand a large tract of country for their subsistence; Governor Simcoe may, on the other hand, tolerate them, without the least danger, on the frontier of the English possessions, connect them by this measure more closely with England, and exasperate them against the Americans, in order to take advantage of their hatred in case of need; especially as he finds they will, at any time, cede to him whatever lands he may desire.

Although the fur-trade, in General Simcoe's opinion, is not so profitable to England, as many Englishmen imagine; yet he will not divide its profits with the Americans; who, by the surrender of the forts, acquire a share in the navigation of the lakes, and excellent harbours on their coast; and of consequence, are possessed of every means to participate in this branch of commerce. A communication, he thinks, may easily be opened between Lake Huron and Lake Ontario, by means of St. Joseph's River, which by relieving the fur-traders from the trouble and expense of the circuitous navigation of the Détroit River, of Lake Erie, of the Niagara River, and of a great part of Lake Ontario, would disappoint the United States in their hope of receiving in future, as they have hitherto done, any articles across the lakes from the forests, situate above [419] Lake Huron, and would at the same time free English ships from the necessity of passing by the forts of Détroit and Niagara, which are henceforth to belong to the Americans. Nay, he is of opinion, that a direct communication might be established between Lake Huron and St. Lawrence river, which would however require several portages, on account of the numerous rapids which interrupt the navigation of that river, as well as of the small lakes through which it flows.

The plan of military operation conceived by the Governor, in case of a war with the Americans, consists in chiefly drawing them into the English dominions, where, under the protection of his forts, he can fight them to greater advantage. He further intends to establish a respectable navy, composed of small vessels, mounting heavy guns, which no American yacht can dare to engage, and which, if a descent were openly attempted on the territory of the United States, would be well qualified to cover the landing. He also promises himself much from the assistance of his militia, with whom he would make considerable inroads into the heart of the enemy's country. The communication between Lake Huron and Lake Ontario appears to him still more necessary in time of war, as by means of this communication he intends to convey

Page 418. "On the frontier of the English possessions"—"*Derrière les établissements anglais,*" i.e., "behind the English settlements." "Across the lakes from the forest, situate above Lake Huron"—"*par les lacs des Bois, Supérieur, Huron,*" i.e., "by way of the Lake of the Woods, Lake Superior and Lake Huron."

Page 419. After "St. Lawrence river" is found in the French text, "*par la baie de Quenti,*" i.e., "by way of the Bay of Quinté." "yacht"—"*chaloupe.*"

into the latter [420] lake the galleys, bomb-ketches and gunboats, which he purposes to build at another town, lying on the Thames, to which he has given the name of Chatham.

The views of Governor Simcoe, I mean those which concern the civil government, are undoubtedly extensive, and well planned. They are, in my judgment, the best which can be conceived, in his situation, as an English governor; and the possibility of their being carried into effect cannot be questioned, if he possesses the confidence of government, and has plenty of money to expend. He may also, in the execution of his plans, derive considerable aid from the soldiers, quartered in this province. He is aware of the indispensable necessity of habituating the troops to labour in a country, where he cannot hope to make them masters of a complex system of tactics, and where laborious habits peculiarly fit them for that sort of warfare, which is best adapted to the smallness of their number, to the enemy they have to combat, and to the difficulties they have to encounter.

But the execution of his projects is nevertheless, upon the whole, obstructed by numerous obstacles; the greatest of which consists in the Governor's determination to return to England at the expiration of five years. A plan of such vast [421] magnitude, and which comprises so great a variety of designs, can be carried into execution by him only, who was able to conceive it. From the very nature of the principles on which it is built, and the intimate connection of its various parts, the successful execution of such a project, supposes, on the part of the executor, besides a thorough knowledge of its structure and complexion, courage, order, and a laudable ambition of achieving arduous and useful undertakings; requisites, hardly to be met with in any person who may be sent to succeed this governor. If such a one be a man of moderate capacity, he will neither be able to pursue nor to execute a plan, which is not of a nature to be committed to subaltern officers; and if he be possessed of some parts, as is generally the case, self-love will dissuade him from pursuing a plan, laid down by another; and however positive and peremptory his instructions may be, at two thousand miles distance they will be easily evaded. Add to this, that fondness for military power, and the love of arbitrary authority are in every region of the globe the usual attributes of men in power. If, therefore, General Simcoe should execute his design of leaving Upper Canada, two years hence, he will hardly find sufficient time to lay the foundations of a plan, which appear to him, and I [422] think very justly, extremely well adapted to promote the prosperity of Upper Canada, and greatly enlarge the interests of Great Britain. The various branches of this plan, are so extensive and so numerous, that a long series of

Page 420. "If he possesses, etc."—there is no "if" in the original.

Page 421. "To pursue nor to execute a plan"—"*ni de suivre, ni d'étendre un tel projet*," i.e., "neither to pursue nor to understand such a plan."
 "Two thousand miles"—"*deux milles lieues*," i.e., "two thousand leagues."

years, spent in the same spirit and unwearied exertion, will be requisite to execute it in its whole extent.

But he himself, I believe, would meet with impediments in the execution of his plan. Although General Simcoe is entirely independent of Lord Dorchester in all civil concerns, yet he is not so in regard to the military department, of which the quartering of the troops forms a part. He told me himself, that, in this respect, he feared to meet with opposition; and I incline to think, that on this subject he did not express all he knows. Unless the troops be stationed in such posts, as to cover and defend the projected capital, and the various settlements which he has in contemplation; unless they be kept to labour rather than military exercises, and unless those, who can find substitutes, be dismissed from service, his project fails in three very material points, which can hardly be accomplished by any other means.

Lord Dorchester is advanced in years, and, like all aged people, no friend of new ideas. Besides that he is fond of boundless power, the prevailing [423] disposition of the inhabitants of Lower Canada may excite in him a wish of drawing more troops into that province; and several hints, thrown out by General Simcoe, incline me to believe, that he thinks his Lordship has some such intention. The Governor may also, perhaps, be too sanguine in some of his expectations, or indulge delusive hopes.

As to the emigration from the United States to Upper Canada, I mean a considerable emigration, it appears not to me altogether so probable as to him. The free grant of lands seems at first sight a much greater inducement, than it actually is. The lands are indeed given away gratis; a certificate of the surveyor, granted by command of the Executive Council, gives the new settlers a right to the usufruct of these lands; but the property thereof is sooner or later transferred, according to the will and pleasure of the Council. To the best of my knowledge, none of these free grants include a transfer of the right of property. If an occupier of this description dies without issue, previously to his having acquired that right, his estate escheats to the King; no collateral friends or relations succeed in the possession of the estate; and, of consequence, the money and labour expended in its improvement and cultivation [424] have been spent for the benefit of the Crown. In the United States, a new settler, on purchasing a certain quantity of land, the price of which is to be paid by distant instalments, has a prospect of discharging them by selling again a small portion of his estate, the value of which he has doubled by cultivation; while the Canadian planter has to look for the permanency of his possession merely to the will and pleasure of the Governor; and, if

Page 423. After "usufruct of these lands," the original has "*mais ils n'en reçoivent pas promptement les titres,*" i.e., "but they do not forthwith receive the title to them." "Transferred" means "transferred to the settlers."

Page 424. "The Canadian planter"—"*le colon du Canada,*" i.e., "the settler in Canada."

he understand his interest, he will not place on him an implicit dependence. Interest and an acquaintance with substantial and respectable settlers may, no doubt, procure him, sooner, the right of property, and thus facilitate a second sale. But favours of this kind are always confined to a part of the estate, and depend on the arbitrary will of the Council. As long, therefore, as there shall exist no law, determining the period and terms of the investiture with these rights; the possessors will remain uneasy and insecure; and consequently the progress of improvement will be greatly retarded. Mines of every description, from gold down to pit-coal, which may be discovered in the lands, thus ceded, as well as all timber, which, in the judgment of the Surveyor-general, is fit for ship-building, are in all these grants reserved in favour [425] of the King. All these restrictions cannot but render a good settler very uneasy, and may, in the estimation of many people prone to emigration, far outweigh the advantages of a free grant.

The attachment to the King of Great Britain, which is frequently alleged as a ground for emigration, seems an empty dream. It is common with all Englishmen, who hold here places under government, to boast of this attachment of many inhabitants of the United States of every rank and description. On what grounds, this opinion rests, I know not; but it is certainly not warranted by what I learned in the United States. They there profess so loudly and uniformly principles, which indicate the exact reverse; that these professions ought doubtless to be considered as better pledges of the true sentiments of the Americans, than the assertions of a few Englishmen in place.

The families, who arrive here from the United States, emigrate most of them, it is asserted, from their being subject there to a tax, with which, however trifling it may be, they are yet displeased. If this be really the case, such a disposition cannot in future times prove favourable to Great Britain. We were also told, that General Simcoe, from his eager desire to people Upper Canada, is by no means difficult in regard to the [426] qualifications of the new settlers, who present themselves; and that, notwithstanding his aversion to speculations in land, and his personal disinterestedness; frequently a whole township, nay at times two or three together, are assigned to one and the same person.

The Governor is of opinion, that the trade of Upper Canada may be increased by the commodities of the Genessee district, for which he sees no other outlet, but by the river of St. Lawrence. This opinion, however, seems to have no foundation; when it is considered that Lake Oneida, the Wood-creek and Mohawk-river offer ready means for a water-communication with Lake Ontario and the North River; which is at present interrupted only at three places, where the boats are to be carried; and that the Americans, in every part of the Union, display the utmost zeal, activity, and industry, in every thing which tends to facilitate communication by water. But upon the whole the Governor's mis-

calculations, originating from national prejudices, are of too little importance to impede the execution of his project; they may perhaps protract its completion, but cannot occasion its failure. The true impediments are those, which I have before mentioned, and the chief obstacle is the Governor's return to England.

[427] The present population amounts, as I have already stated, to thirty thousand souls. The principal settlement is that of Détroit; which consists, entirely, of French families, and is mostly situated on a tract of land that, according to treaty, is to be given to America. The English flatter themselves, that the families, who have settled there, will remove from the American to the British side. But, if the conduct of the American government towards these families should be such, as the interest of America dictates; there remains but little probability, that they will leave their long cultivated estates, merely from a desire of living under the English dominion. The other settlements in Upper Canada consist in a very considerable colony, which stretches along the river from Fort Erie to Newark, is not fully occupied, and does not comprise a large extent of ground; in a few plantations on the creeks, which run into Lake Ontario from Newark up to its northern point; in an insignificant beginning of a settlement in York; and lastly in Kingston, extending along the banks of the River St. Lawrence to the boundaries of Lower Canada, which is the most populous of all.

As to the Governor's military plans, his measures of defence only are settled and determined; [428] his plans of offensive operation are so undefined and uncertain as not to deserve any mention.

The hatred of the Governor against the United States occasions him, on the slightest occasion, to overleap all the bounds of prudence and decency, which he carefully observes in all other matters. He was a zealous promoter of the American war, in which he took a very active, yet very unfortunate, part. The calamitous issue of the war has still more exasperated his hostility; and it was with the sincerest grief I listened to his boasting of the numerous houses he had fired during that unfortunate conflict, and of his intention to burn a still greater number in case of a rupture. In short, the whole of his intentions on this subject was such as the most violent party-rage alone can inspire. He told us, that, in case of another war with America, by expending vast sums of money, he would force them to expences equally great, which they would not be able to meet, and much less to support for any length of time; in short, wage against them a money-war. Yet he affirms in-

Page 427. After "thirty thousand souls," the original has "*et sans doute elle est très inférieure à cette estimation,*" i.e., "and doubtless it is much less than that estimate." "Its northern point"—"*la tête du lac,*" i.e., "the head of the lake."

Page 428. In Sir David's copy the word "unfortunate" before "conflict" is scored out—the words in French are "*malheureuse guerre.*"

cessantly, that it is his anxious wish to preserve peace with the United States. This he very justly considers as a powerful means of promoting the prosperity of his new colony. But his hatred against the rebels [429] is so violent; and his displeasure, occasioned by the surrender of the forts, is so strong; that the charge, preferred against him by the government of the United States, of his having last year assisted the Indians as much as he could, without making himself openly a party in the dispute, seems not devoid of foundation. By exciting this war, the successful issue of which he considered as certain, he attained the twofold purpose of satisfying at once his ambition and his revenge. He does not himself deny, that he had adopted the necessary measures for conducting to the district of Genessee all the Indians, who were at his disposal, and who, by his account, amounted to five thousand men—measures which would naturally have been attended with the firing of all the habitations, and the slaughter of all the inhabitants. A war, thus barbarous and destructive, would have been waged by England at the end of the eighteenth century; and the founder of a colony, in every other respect a man of generous and noble feelings, would have projected and prepared it. I should not have credited these projects, had I heard them stated by any individual but the Governor himself; or should I have ventured to introduce them here, but that, within my knowledge, he has repeatedly communicated them to several other persons.

[430] But for his inveterate hatred against the United States, which he too loudly professes, and which carries him too far, General Simcoe appears in the most advantageous light. He is just, active, enlightened, brave, frank, and possesses the confidence of the country, of the troops, and of all those who join him in the administration of public affairs. To these he attends with the closest application; he preserves all the old friends of the King, and neglects no means to procure him new ones. He unites, in my judgment, all the qualities which his station requires, to maintain the important possession of Canada, if it be possible that England can long retain it.

In his private life, Governor Simcoe is simple, plain, and obliging. He inhabits a small miserable wooden house, which formerly was occupied by the commissaries, who resided here on account of the navigation of the lake. His guard consists of four soldiers, who every morning come from the fort, and return thither in the evening. He lives in a noble and hospitable manner, without pride; his mind is enlightened; his character mild and obliging; he discourses with much good sense on all subjects, but his favorite topics are his projects and war, which seem to be the objects of his leading passions. He is ac-

Page 429. "Within my knowledge" is an interpolation of the translator.

Page 430. "Which carries him too far"—"*qu'il porte extrêmement loin*," i.e., "which he carries very far." "Commissaires, who resided here on account of the navigation of the lake"—"*Commissaires à la navigation du lac*," i.e., "Commissioners for the navigation of the lake."

quainted [431] with the military history of all countries; no hillock catches his eye without exciting in his mind the idea of a fort, which might be constructed on the spot; and with the construction of this fort he associates the plan of operations for a campaign, especially of that which is to lead him to Philadelphia. On hearing his professions of an earnest desire of peace, you cannot but suppose, either that his reason must hold an absolute sway over his passion, or that he deceives himself.

Mrs. SIMCOE is a lady of thirty-six years of age. She is bashful, and speaks little; but she is a woman of sense, handsome and amiable, and fulfils all the duties of the mother and wife with the most scrupulous exactness. The performance of the latter she carries so far as to act the part of a private secretary to her husband. Her talents for drawing, the practice of which she confines to maps and plans, enable her to be extremely useful to the Governor.

Upper Canada pays no taxes, except a duty on wine, amounting to four-pence per gallon on Madeira, and two-pence on other sorts of wine, and another of thirty-six shillings sterling a year for a tavern-licence, which, during the session of 1793, was encreased by twenty shillings Canada currency [432] [four dollars]*. The sum total of the public revenue amounts to nine hundred pounds sterling, out of which are paid the salaries of the Speaker of the House of Representatives and of the secretaries; the remainder is destined to meet the expence which local circumstances may require for the service and maintenance of society.

The justices of the peace determine in the quarter-sessions, as they do in England, the amount of the country-rates for the construction of public buildings, for the repair of the roads, and the maintenance of the army. (The last item is not yet known in Canada.) These rates are raised by means of a capitation or poll-tax, assessed in proportion to the probable amount of the property of the whole who are in the district, liable to contribute; the largest assessment on any individual exceeds not four dollars.

Page 431. "Which she confines to maps and plans"—"*qu'elle applique au tracé des cartes,*" i.e., "which she applies to, etc." "No taxes" is followed by "*à l'Angleterre,*" i.e., "to England."

*The value of money in Canada should, according to law, be equal to that which it bears in Halifax, and consequently a dollar be worth five shillings. This standard is strictly adhered to in all government accounts, but not so scrupulously observed in the course of private business. The currency, which circulates in New York, passes also, especially in that part of Canada which borders on New York.—*Author.*

Page 432. "Of society"—"*de l'assemblée,*" i.e., "of the Assembly." "The maintenance of the army"—"*le soulagement des pauvres,*" i.e., "the care of the poor."

[Note.*—"The currency which circulates in New York, etc."—"La division de la monnaie usitée dans l'État de New Yorck prevaut surtout dans les parties du Canada qui avoisinent cet État," i.e., "The division of money as used in New York State prevails especially in those parts of Canada adjoining that State."]

On the same principle is raised the pay of the members of the assembly, who, on their return [433] at the end of the session, deliver to the justice of the peace of their district a certificate of the speaker, proving the number of days they have been present, and receive two dollars per day out of the money raised for that purpose, including the days they have been upon their journey.

The quarter-sessions are held in every district; and the division into districts is connected with the administration of justice. The justices of the High Court of Judicature for civil and criminal causes, who are three in number, including the chief justice, hold four sessions annually in the town in which the Governor resides. They also go on circuits in the different districts of the province once a year; judges for the different districts sit at shorter intervals to settle matters of little importance, and the justices of the peace exercise the same jurisdiction as in England.

A tribunal, composed of the Governor and two members of the Executive Council, form the Court of Appeal in such causes as have been decided by the High Court of Judicature. The Governor forms also, with the concurrence of an assistant, the choice of whom depends entirely on his option, a Court of Chancery for the decision of causes, concerning testaments, intestate heirs, orphans, &c.

Respecting the frequency and punishments of [434] crimes, Mr. WHITE, Attorney-general of the province, informed me, that there is no district, in which one or two persons have not already been tried for murder; that they were all acquitted by the jury, though the evidence was strongly against them; that, from want of prisons, which are not yet built, petty offences, which in England would be punished with imprisonment, are here mulcted, but that the fines are seldom paid for want of means of execution; and that the major part of law-suits have for their object the recovery of debts; but sometimes originate also from quarrels and assaults; drunkenness being a very common vice in this country.

The province of Upper Canada is divided into four districts of Détroit, Niagara, Kingston, and St. John's. The justices of the peace are selected from among those persons, who are best qualified for such an office; but, in a country so recently settled men worthy of this trust cannot be numerous.

The division of Upper Canada into counties is purely military, and relates merely to the enlisting, completing and assembling of the militia. The counties are about twelve in number. Their names, with which I am unacquainted, are not of sufficient importance to deserve

Page 433. "Proving"—"qui constate," i.e., "certifying."

"Intestate heirs" (these words Sir David underlines) "intestats," i.e., "intestates."

Page 434. After "Strongly against them" the French has "*que ces meurtres avaient pour causes rancune invétérée pour argent dû et ivrognerie,*" i.e., "that the causes of these murders were ill-will of old standing on account of debts, and drunkenness." "St. John's"—"Saint-John."

to be here mentioned. The militia of each county are assembled [435] and commanded by a lieutenant and second lieutenant: they must be divided into regiments and companies. They assemble once a year in each county, and are inspected by the captains of the different companies at least twice a year. Every male inhabitant is considered as a militia-man from the age of sixteen to fifty. He is fined four dollars if he do not enlist at the proper time; and officers, both commissioned and non-commissioned, who do not join their regiments at the time the militia are assembled, pay a fine; the former of eight dollars, and the latter of two. An officer, who, in case of an attack or insurrection, should not repair to his assigned post, would be punished with a pecuniary penalty of fifty pounds sterling, and a petty officer with a fine of twenty pounds sterling. A militia-man, who sells either the whole or part of his arms, ammunition, or accoutrements, is fined five pounds sterling; and, in default of payment, imprisoned for two months. The Quakers, Baptists, and Dunkers pay, in time of peace, twenty shillings a year; and, during a war or insurrection, five pounds sterling, for their exemption from military service. Out of these fines and ransoms the adjutant-general of the militia receives his pay, and the remainder is at the Governor's disposal.

This is nearly the substance of [436] the first act of the legislative body of Upper Canada, passed in 1793. In the following year, 1794, an additional act passed relative to the militia, the chief regulations of which tended to improve and define more accurately the internal form of the regiments, battalions, and companies, and to render the assembling of detachments more easy and expeditious. The act determines that, in time of war, the obligation to carry arms in defence of the country shall not cease before the age of fifty; and that, of consequence, Quakers and others, who enjoy an exemption from military service, shall pay for their immunity up to that age. It also obliges the militia to serve on board of ships and vessels, to act as cavalry, and to extend their service beyond the province, on condition however, that the same men be not bound to serve more than six months successively.

The exemptions from military service are confined to the officers of justice, and other public functionaries, whose number is very small. The whole militia is estimated at nine thousand men, for a tract of country of considerable extent, in which, however, the communication and assembling of the troops are much facilitated on the lakes.

All the expences of the civil and military administration of Upper and Lower Canada are defrayed [437] by England. The sum total, including the political expences, or the money paid to the Indians, though this forms an item of the military expenditure, amounts for

Page 435. "Second lieutenant"—"député-lieutenant." After "once a year in each county" the translator omits "le premier juin," i.e., "the 1st of June." "Baptist." "Memnonistes" (Mennonistes), i.e., "Mennonites."

Upper Canada to one hundred thousand pounds sterling. Nearly two-thirds of this sum, or sixty thousand pounds, are paid to the Indians; including the pay of the principal agents, under agents, interpreters, &c. This pay deducted, all the other charges, occasioned by the Indians, consist in presents, tomahawks, muskets, powder and ball, knives, blankets, rings, buckles, hats, looking-glasses, and, above all, in rum. The agents are charged with the distribution of these articles, which by some are distributed every year, by others at various times, according to circumstances. It is by these means the Indians are supposed to be gained over. Such of their chieftains, as are believed to possess considerable influence, obtain a larger share of presents; by which, and especially by a profuse distribution of rum, their friendship is gained and preserved. The Americans are depicted to them as their inveterate enemies; they are made to swear, that they will burn and scalp these foes at the first signal. It was in this manner the Governor imagined last year, from the reports he had received, that he should be able to dispose of fifty thousand men, who had all taken an oath, [438] not to leave a scalp on the skull of any American they should fall in with. A relation of these atrocities has all the appearance of an exaggerated account of some nation of cannibals, and yet it is literally true*. The English assert, that the Americans, on their part, proceed in exactly the same manner.

It must be confessed that the colonists, by their mean and barbarous policy, teach the Indians to despise them. But we may indulge a hope, that the time is not far distant, when the latter shall possess sufficient sense, to take the presents of England and the money of the United States, and to laugh at both these great nations; scorning to be any longer the tools of their ambition and revenge.

We have here been told that England's annual expenditure for Upper and Lower Canada amounts to four or five hundred thousand pounds sterling; whether the pensions and donations which England bestows on some inhabitants of the United States, be compromised in this estimate I know not; but this I know, from a very respectable

Page 437. "Fifty thousand"—"cinq milles," i.e., "five thousand."

*With all candid readers it will undoubtedly be a matter of regret, that the author should have preferred a charge of such a serious and heinous complexion, without giving himself the least trouble to substantiate its truth.—*Translator.*

Page 438. "The colonists"—"les Blancs," i.e., "the whites." "The tools of their ambition and revenge." "sans servir plus long-tems d'instrumens à leur querelle," i.e., "tools in their quarrel." Before "we have here been told, etc.," the translator leaves out a whole paragraph which I translate, "Next to the expense of the Indians, the most considerable in Upper Canada is that of the surveyors—I do not know the precise total; it varies from year to year, according to the work they are given to do. The military expenditure should be made under the direction of Lord Dorchester, independently of Governor Simcoe. Lord Dorchester also claims the same right in respect of certain civil expenditures, amongst others those relating to the navigation of the lakes, which are very considerable; but Governor Simcoe does not as yet agree to this."

[439] source, that they amount to a pretty large sum. Is it this circumstance, to which Messrs. Hammond and Simcoe allude, when they speak of the numerous friends of the King of Great Britain in the United States?

I have not yet mentioned, that the Governor is also President of an Executive Council, composed of five members. In regard to the bills, which have passed both houses, his assent or dissent is determined by the majority of votes. But, as he appoints his council, and has also the power of dissolving it, we may easily conceive, that it consists of members entirely dependant on him. The major part hold seats in the Legislative Council.

An office, which was exclusively charged with preparing for the discussion and decision of the council such matters as concern grants of land, has lately been abolished. The Executive Council has reserved to itself the introductory disquisition, as well as the definitive determination, of all business of this description. The number of those, who apply for lands, is uncommonly great. The claims of the petitioners are generally grounded on their attachment to the British Monarch, and their disgust or hatred against the government of the United States. But, under allegations of this kind, frequently lurks a spirit of speculation. [440.] Notwithstanding the solicitude said to be displayed by the council to discover the truth, many grants of land are made on no other grounds than favour. By the letter of the law, which, however, is often eluded, one individual cannot obtain more than one thousand two hundred acres. Yet, as the grants contain no clause fixing the period within which the ground is to be cleared, speculations frequently occur, and not the least security is obtained, that the land will be a moment sooner inhabited for being thus bestowed.

I have already observed, that officers, who served in the American war, have a right to a share in these lands, which amounts, for a lieutenant to twelve hundred acres, and for a colonel to five thousand. But officers, who never acted in the American war, nor ever held a colonel's commission, have obtained shares as great as the largest allotted to those who have. These lands, though most favourably situated, are not yet cleared; nor is there the least appearance of their being speedily cultivated.

Everything is excessively dear at Newark. The shops are few, and the shopkeepers, combining against the public, fix what price they choose upon their goods. The high duty laid by England upon all the commodities exported from her [441] islands proves a powerful encouragement to a contraband trade with the United States, where, in many articles, the difference of price amounts to two-thirds. The government of Canada is very vigilant to prevent this contraband trade;

Page 439. After the question ending "in the United States," the French has "*C'est une grande bassesse que d'entretenir de tels amis. C'est une grande infamie que d'en jouer le rôle,*" i.e., "It is a disgrace to have such friends—infamous to play such a part."

but a certain prospect of gain excites to exertion, which will frequently succeed in eluding the law, as well as the vigilance of the executive power. The shopkeepers know perfectly well how to favour this contraband trade, the only means for destroying which would be to lower the duties, and, of consequence, the price of the commodities. The Governor has it in contemplation, to encourage such manufactures as produce these articles, which are *run* in large quantities into this province from the United States, such as hats. But all his exertions to this effect will fail in regard to sugar, coffee, tea; in short, with respect to all commodities, which are directly imported from the United States, without being there subjected to as high a duty as in Canada.

During our long residence at Naryhall, all the inhabitants of an Indian village, of the Tuscarora nation, came to congratulate the Governor on his late arrival at Naryhall. All these visits and congratulatory compliments have no other object but to obtain some drink, money, and presents. These [442] Indians generally arrive in the morning, in vessels, from the opposite banks of the river, which they inhabit. They were decked out with uncommon care, covered with rags of every description, and adorned with horse-hair, and feathers of all possible species of birds. In their ears and noses they wore rings of the most varied forms and colours. Some were dressed in European clothes, others wore laced hats, and some were naked, excepting the double apron, and painted from head to foot. It is in the manner of painting themselves, that their genius is especially displayed. In general they prefer the harshest colours, paint one leg white, and the other black or green, the body brown or yellow, the face full of red or black spots, and their eyes different colours. In a word, they unite in their decorations the utmost absurdity and harshness. They are, every one of them, painted in a different style, and furnished with a small looking-glass, which they every moment consult with as much attention as the most finished coquette. They comb themselves again and again, and touch up the colours, which may have faded from perspiration or exercise. Many of them wear silver bracelets and chains round their necks and arms. Some have a white shirt with long sleeves over their clothes, and this forms their [443] most elegant garment; the major part wear as many silver buckles as they can afford. In short, their appearance calls to recollection the whimsical masks, which throng the streets of Paris during the carnival. It must, however, be confessed, that their absurd finery, in a great measure, consists of

Page 441. "The shopkeepers know perfectly well how to favour this contraband trade"—"*les marchands et les surveillans eux-mêmes sont habiles à favoriser cette contrebande*," i.e., "the shopkeepers and the customs inspectors themselves are skilful in advancing this contraband trade."

"Naryhall"; this form is constantly used by the translator. Smith sometimes changes it to "Navyhall." The French form is almost always "Nawy-Hall," but the word is "Navyhall" where it occurs for the first time (p. 400 of this translation).

things, which they make themselves, of horses', buffaloes', or other hair, or of the bristles of the hedge-hog. They twist ropes of the bark of trees, and make laces of a species of herbs. Many of these articles, which they use to adorn their dress, their tobacco-bags, their scalping-knives, garters, and mockinsons, (a sort of shoes) are made by the women, with a regularity, a skill, nay, I may say, with a taste, seldom to be found in Europe. Their chief excellency consists in the great variety and richness of the colours, which they generally extract from leaves, and from the roots of certain herbs; but they possess also the art of extracting them from all dyed linens and silks, of which they can obtain a piece. They boil these rags in the juice of a plant, with the species and name of which I am unacquainted, and thus obtain a very durable colour for dying hair or bark.

On their arrival this morning the Indian visitors were about eighty in number. The Governor, being particularly engaged, deferred receiving [444] their visit until the afternoon; at which time only thirty made their appearance, the rest being all drunk and unable to move. The visit was received on a large plot of grass, without the smallest compliment on either part. The Governor was present, but kept at some distance. The Indians danced and played among themselves. Some of their dances are very expressive, and even graceful. A mournful and monotonous ditty, sung by one, and accompanied with a small drum, six inches high, and three in diameter, forms all their music, except that frequently a stick is added, with which a child beats the time. They dance around the music, which they frequently interrupt by loud shrieks. The hunting and war dances are the most expressive, especially the latter. It represents the surprise of an enemy, who is killed and scalped, and is performed by one person. The rest are hopping about, like monkeys, in a semi-circular figure, and watch, with the utmost attention, every movement of the dancer. The moment when the enemy is supposed to have breathed his last, a strong expression of joy brightens every face; the dancer gives a horrid howl, resumes his pantomime, and is rewarded by universal shouts of applause. When he has thus finished his dance, another enters the stage, who is, in his turn, relieved by others; and in [445] this way the dance is continued, until they become tired of it. When the dance was over, they played at ball; a game in which they displayed their agility to the greatest advantage. Every one had a racket, the handle of which was three or four feet in length, and bent at the end, so that the racket had the form of a bow. The packthread is made of bark; they grasp the racket with both hands,

Page 443. "mockinsons"—"mockisson."

Page 444. "The rest are hopping about like monkeys"—"les autres accroupis, le talon sous leur derrière comme les singes sont rangés en demi cercle," i.e., "the others crouching on their heels like monkeys are ranged in a semi-circle." "A horrid howl"—"cris perçans et terrible," i.e., "cries piercing and terrible" (warwhoop).

Page 445. "pack thread"—"les cordes de cette raquette," i.e., "the cords of this racquet" (crosse).

and run after the ball, wherever they see it, with the view of catching it, one before another. This ball is frequently thrown to a considerable distance, in which case they run after it all together, to catch it, either in the air, or on the ground. No bush, no ditches, no barriers check their ardour. They clear every thing, leap over every thing, and display, in this game, a versatility, swiftness, and dexterity, which are truly striking. During these games the agent came up to the general, with one of the chieftains, and told him, that the Tuscarora nation wished to learn whether they might assist at a meeting, to be held in Onondago by the Oneida Indians, for the purpose of selling a part of the Oneida reservation, which the State of New York had manifested a disposition to purchase*. The Governor's answer was conceived in [446] terms extremely vague; the agent translated this answer as he pleased, and in reply assured the Governor, in the name of the Indians, that they would not go to Onondago, from the hope that this would prove more agreeable to the British Monarch. Whether this political farce was acted only by the agent, or whether this chieftain took a part, I know not; but this I know, that this chieftain, a moment before, begged of me two shillings, for which he would have promised me, had I desired it, to visit or not to visit all the meetings throughout the universe. Without entering further on this subject, I shall merely observe, that the whole policy of England, relative to the Indians, is in the hands of the agents, who alone understand their language, and have the sole management of the presents. It rests entirely with these agents to persuade all or any of these nations to engage in war, and to excite their enmity either against the United States or against each other. The Governor is altogether incapable of judging of their disobedience and opposition to the orders of his cabinet but by the results. The same is undoubtedly the case as to the American States.

[447] The English agent, here referred to, is Colonel BUTLER, celebrated for his * * * * *

*The Oneida Nation receives an annuity from the State of New York of three thousand five hundred and fifty-two dollars for lands purchased of them in 1795, and an annuity of about six hundred and twenty-eight dollars from the United States.—*Translator*.

Page 445. "one before another"—"avant les autres," i.e., "before the others" (can catch it). "Versatility" — "souplesse" — "suppleness." "Oneida"—"Oneyda."

Page 447. The starred passage is in the original "incendies, ses pillages et ses meurtres dans le guerre d'Amérique"—"burnings, pillage and murders in the American war." "Son prétendu loyalisme qu'il a su se payer de brevets et de traitemens, lui a fait commettre plus de barbaries, plus d'infamies contra sa pais qu'à qui que ce soit: Il conduisait les Indiens, leur indiquait les fermes, les maisons à brûler, les victimes à scarpeler, les enfans à déchirer," i.e., "his pretended patriotism which he has turned to good account in honors and rank has caused him to commit more barbarities, more infamies, against his country than any one else. He led the Indians, showed them the homesteads, the houses to burn, the victims to scalp, the children to mutilate."

He is a native of America of the neighbourhood of Wilkesbarre. His
 * * * * *. England has rewarded his loyalty with five thousand acres of land for himself; the same quantity for his children; a pension of two or three hundred pounds sterling; an agency, worth five hundred pounds sterling a year; and the privilege of taking from the store-houses, which contain the presents, whatever he chooses. He is treated with every mark of respect by the Governor.

The Tuscarora Nation is an Indian tribe, the men of which share the toils of their women in a greater degree than any other. The Governor mentioned a project, he has conceived, of giving a half civilization to all the Indian nations in the interest of England. Whether or no civilization be likely to promote the happiness of the Indians, is a question, a full discussion of which might, perhaps, exceed my powers, or at least seem irrelevant. But, were I obliged to decide it at once, I should answer in the negative, as long as they are not hemmed in too closely by the colonists, possess a sufficient tract of ground for hunting, and have plenty of game. But, I repeat it once [448] more, to do justice to this question would require a more profound discussion, than I can enter upon in this place. Besides it can hardly be satisfactorily decided, since the state of savage nations, left entirely to their primitive life, is widely different from the condition of those, who reside in the vicinity of these colonists, and hold intercourse with them. If, on mature deliberation, we were obliged to allow, that the creation of wants, the necessity of providing for them, the exercise of our mutual powers, the unfolding of our faculties, and the refinement of our feelings, prove more frequently sources of misfortune than of happiness; every degree of civilization, pregnant with all these, should carefully be kept, for their own sake, from all savage tribes. But the same conclusion will not hold good in regard to a barbarous people, who, from their intercourse with civilized nations, possess already some degree of civility; but a civility which acquaints them with vices only, and consequently introduces them to sources of misfortune, and who, therefore, from a higher degree of culture, may derive an alleviation of their fate and an increase of happiness. As to the advantages likely to accrue to the civilized the world from the civilization of the savages, the question seems likely to demand a decision in the affirmative.

[449] However this may be, the Governor, in conceiving this project, had not only the happiness of the Indians in view, but also his own advantage. He intends to have them civilized by priests, and would give the preference to missionaries of the Roman Catholic persuasion. The policy of General S—— inclines him to encourage a religion, the ministers of which are interested in a connection with

Page 448. "mutual" is a misprint for "mental" (la pensée). "Civility"—"civilization."

Page 449. "General S——" means "General Simcoe."

the authority of thrones, and who, therefore, never lose sight of the principle, to preserve and propagate arbitrary power.

I learn here, that rum enervates the Indians, shortens their lives, renders their marriages daily more barren, and, when fruitful, productive only of poor unhealthy children; and that, from the use of this poison, which now cannot either be wrested from them, or rendered harmless in its consequences, the different tribes are daily decreasing in number.

Eighty miles from Naryhall, on the Miami, or Great River, is the settlement of Colonel Brant, with a view of which I should have been much pleased; but he is not there at present, and they assure me that, in his absence, I should see nothing but what I have already seen in those I have hitherto visited.

Colonel Brant is an Indian by birth. In the American war he fought under the English banner, [450] and he has since been in England, where he was most graciously received by the King, and met with a kind reception from all classes of people. His manners are semi-European. He is attended by two negroes; has established himself in the English way; has a garden and a farm; dresses after the European fashion; and nevertheless possesses much influence over the Indians. He assists, at present, at the Miami-treaty*, which the United States are concluding with the western Indians. He is also much respected by the Americans, and, in general, bears so excellent a character, that I sincerely regret I could not see and become acquainted with him.

The Indians, who inhabit the village, which we passed on leaving Canawaga, paid also a visit to the Governor during the time we stayed with him. The weather being too hot for receiving the visit on the grass, he ordered them to be ushered into a room, where he was attended by some officers of the garrison. The chiefs of the [451] Indians said a few words, which the agent interpreted to the Governor, as containing an assurance, that they would employ their tomahawks against anyone he should point out, and expressions of regret, that they could not use them last year against the Americans. The Governor thanked them for these sentiments, endeavoured to confirm them in this friendly disposition, and told them, that the King of Great Britain wished for peace, whatever lies the *maize-thief* [Mr.

Page 449. "the Miami or Great River"—la grande rivière," i.e., "the Grand River."

*The treaty, alluded to by the author, is the Greenville treaty, concluded on the third of August, 1795, at Greenville, a fort and settlement on the south side of a north-western branch of the great Miami, between the Major-general A. Wayne and the chiefs of the following tribes of Indians, viz.: the Wyandots, Delawares, Shawanese, Ottawas, Chippawas, Putawatimes, Miamis, Eel-river, Weegas, Kickapoos, Pian Kashaws, and Kaskaskias.—*Translator*. (Smith adds in ink "and Chickasaws.")

Page 450. "dresses after the European fashion"—the French says "presqu' entièrement," i.e., "almost completely." "Canawaga"—"Cananwaga."

P——, Commissioner of the United States] might have imposed on them last year. They answered, that the Governor was perfectly right, and that P—— was a liar, drank as much as they pleased, and departed. The conference was held at eight o'clock in the morning, and before nine o'clock half of them were intoxicated. The Governor is very anxious to oblige and please the Indians; his only son, a child, four years old, is dressed as an Indian, and called Tioga, which name has been given him by the Mohawks. This harmless farce may be of use in the intercourse with the Indians.

The Niagara river and lake abound with a great variety of fishes. We assisted at a fishing, intended to supply the soldiers with fish; the net was drawn thrice. One end of the net was held by men, who remained on shore, while the remainder [452] was carried into the stream by means of a boat, which, after the net had been entirely expanded, conveyed the other end back to the shore. Both ends are joined on the spot, whence the net is drawn. It is only four feet deep, but one hundred feet in length. Upwards of five hundred fish were caught, among which were about twenty-eight or thirty sturgeons, small pikes, whittings, rock-fish, sun-fish, herrings, a sort of carp, which in point of shape resemble those of Europe, but differ much in flavour, and in the form of their heads, salmon, trouts; in short, all the fish was of a tolerable size. Middle-sized fish are easily caught by anglers on the banks both of the river and the lake; they frequently catch more than their families can consume in several days.

The town of Newark stands on the other side of the river, directly opposite the fort. About a hundred houses, mostly very fine structures, have already been erected, but the progress of building will probably be checked, by the intended removal of the seat of government. The majority of the inhabitants, especially the richest of them, share in the administration; and consequently will remove, to whatever place the government may be transferred. In point of size and elegance, the house of Colonel SMITH, [453] lieutenant-colonel in the fifth regiment, is much distinguished from the rest. It consists of joiner's work, but is constructed, embellished, and painted in the best style; the yard, garden, and court are surrounded with railings, made and painted as elegantly, as they could be in England. His large garden has the appearance of a French kitchen-garden, kept in good order. In a country, where it is a hard matter to procure labourers, and where they are paid at the rate of one dollar per day, he finds, in his regiment, as many as he chooses, for ninepence sterling a day, because

Page 451. "the *maize-thief* [Mr. P— etc.]"—"l'oiseau noir (Mr. Pickering, etc.)," i.e., "the Black-bird (Mr. Pickering, etc.)." "Mohawks"—"Mohawks."

Page 452. "Small pikes"—"pickerells," i.e., "pickerel." "Whittings"—"Whitefish." "Sun-fish"—"Sem fish" (an obvious misprint). In the list of fish, the translator omits "perches."

Page 453. After "the fifth regiment" the translator omits "en garrison à Niagara," i.e., "in garrison at Niagara."

the men otherwise do not easily obtain leave to go to work. It is in this manner he is now clearing five thousand acres, which have been granted him, and has the use of thirty more, which belong to the King, are situate in front of the town, and which the Governor has assigned him, until he shall be necessitated to demand them again.

The scarcity of men servants is here still greater than in the United States. They, who are brought hither from England, either demand lands, or emigrate into the United States. A very wise act of the Assembly declares all negroes to be free, as soon as they arrive in Canada. This description of men, who are more or less frequent in the United States, cannot here supply the want of white servants. All persons belonging [454] to the army employ soldiers in their stead. By the English regulations, every officer is allowed one soldier, to whom he pays one shilling a week; and this privilege is extended, in proportion as the officers have need of a greater number of people. The Governor, who is also colonel of a regiment of Queen's Rangers, stationed in the province, is attended in his house, and at dinner, merely by privates of this regiment, who also take care of his horses. He has not been able to keep one of the men servants, he brought with him from England.

The regiments quartered in the vicinity of the United States, it is asserted, lose much by desertion. Seeing every where around them lands, either given away or sold at a very low rate, and being surrounded by people, who within a twelvemonth have risen from poverty to prosperity, and are now married and proprietors, they cannot endure the idea of a servitude, which is to end only with their existence. The *ennui* naturally arising from the dull and secluded manner of living in garrisons, where they find neither work nor amusement, and the slight attention shown them by most of the colonels, darken still more, in their view, the dismal picture of their situation. They emigrate accordingly into the United States, where they are sure to find a settlement, which if [455] they choose to work, cannot fail to make them rich and independent. To hold out to them the same hopes in the English colony of Canada, would be the only means of rendering less dangerous the temptation offered by the United States. It is with this view, that Governor Simcoe very wisely formed the project of dismissing every soldier, who should find an able substitute in his room, and to give him one hundred acres of land; but it is said, that this project appears, in Lord Dorchester's judgment, to savour too much of the new principles, to obtain his consent. If it were actually refused, such an unreasonable denial would more forcibly provoke the discontented of the troops, from their being already acquainted with the measure.

During our residence at Naryhall, the session of the Legislature of Upper Canada was opened. The Governor had deferred it till that

Page 453. "assigned"—"prêtés," i.e., "lent." "They who, etc."—"Presque tous, etc.," i.e., "Almost all who, etc."

time, on account of the expected arrival of a chief-justice, who was to come from England; and from a hope, that he should be able to acquaint the members with the particulars of the treaty with the United States. But the harvest has now begun, which in a higher degree than elsewhere engages, in Canada, the public attention, far beyond what state-affairs can do. Two members of the Legislative Council were present instead [456] of seven; no Chief-justice appeared who was to act as Speaker; instead of sixteen members of the assembly five only attended, and this was the whole number, which could be collected at this time. The law requires a greater number of members for each house to discuss and determine upon any business*, but within two days a year will have expired since the last session. The Governor has therefore thought it right, to open the session, reserving, however, to either house the right of proroguing the sittings from one day to another, in expectation, that the ships from Détroit and Kingston will either bring the members, who are yet wanting, or certain intelligence of their not being able to attend.

The whole retinue of the Governor consisted in a guard of fifty men of the garrison of the fort. Dressed in silk, he entered the hall with his hat on his head, attended by his adjutant and two secretaries. The two members of the Legislative Council gave, by their Speaker, notice of it to the Assembly. Five members of the latter [457] having appeared at the bar, the Governor delivered a speech modelled after that of the King, on the political affairs of Europe, on the treaty concluded with the United States, which he mentioned in expressions very favourable to the Union, and on the peculiar concerns of Canada. Where no taxes are to be settled, no accounts to be audited and examined, and no military regulations to be adjusted, public business cannot occupy much time. But, if even all these points were to be discussed, the business would still be trifling, from want of an opposition; which seems to be precluded by the manner, in which the two Houses for Upper Canada are framed. The constitution of this province is well adapted to the present state of the country. The members of both Houses, who bear a share in the administration, are all of them as useful, as can be desired, at this period. The influence of the Governor is not useless. And the other necessary arrangements, especially such as may ensure liberty and good order, will, no doubt, be made in the process of time.

Fort Niagara stands, as has been already observed, on the right bank of the river, on a point, opposite to that of Mississogas, on which Newark is built. It was originally constructed by Mr. de [458] la TONQUIERE, three miles nearer to the falls; but was, some years afterwards, transferred to the spot, where it now stands, and where Mr.

*By the Quebec Act, passed in 1791, it is enacted, that the Legislative Council is to consist of not fewer than seven members for Upper Canada, and the Assembly of not less than sixteen members, who are to be called together at least once in every year.—*Translator.*

Page 458. "Tonquiere"—"Jonquière."

de DENONVILLE threw up an entrenchment. This fort, as well as those of Oswego, Détroit, Miami, and Michillimackinac, are to be surrendered to the Americans*. Fort Niagara is said to be the strongest of these places, having been strengthened with some new works, in the course of last year; especially covered batteries, designed for its protection on the side of the lake and the river. All the breast-works, slopes, etc., are lined with timber. On the land-side, it has a curtain, flanked by two bastions, in each of which a block-house has been constructed, mounted with cannon. Although this fort, in common with all such small fortified places, cannot long withstand a regular attack; yet the besiegers cannot take it without a considerable loss. All the buildings, within the precincts of the fort, are of stone, and were built by the French.

With very obliging politeness, the Governor conducted us into the fort, which he is very loath to visit; since he is sure, he shall be obliged to deliver it up to the Americans. He [459] carried us through every part of it, indeed more of it than we wished to see. Thirty artillery-men and eight companies of the fifth regiment, form the garrison of the fort. Two days after this visit, we dined in the fort, at Major SEWARD'S, an officer of elegant, polite, and amiable manners, who seems to be much respected by the gentlemen of his profession. He and Mr. PILKINSON, an officer of the corps of engineers, are the military gentlemen we have most frequently seen during our residence in this place, and whom the Governor most distinguishes from the rest. In England, as in France, the officers of the engineers and artillery are in general the most accomplished among the gentlemen of the army; and their society is consequently preferred. The officers of the fifth regiment, whom we have seen, were well-bred, polite, and excellent companions.

The communication of the fort with Newark is in winter intercepted for two or three months, by masses of floating ice, carried along by the stream. At times it is free for a few hours only. The Indians attempt, now and then, to cross the river, by jumping from one piece of ice to another. But the number of those, who venture upon this dangerous experiment, is never great.

Some trifling excursions, we made to the environs [460] of the city; and especially a tour of four days, with the Governor, along the banks of the lake; afforded us an opportunity of seeing the interior country. The chief purpose of this journey was, to reach the extremity

*All these forts were actually delivered up to the Americans in August, 1796, pursuant to the treaty of 1794.—*Translator.*

Page 458. "Michillimackinac"—"Machilimackinac."

Page 459. After "garrison of the fort" read "les canons et munitions pour l'armée, que peut lever le Haut-Canada," i.e., "the cannon and munitions for the army which can be raised in Upper Canada." "Pilkinson" (which Smith changes to Pilkington) "Pilkinson."

Page 460. "the extremity of the lake"—"à la tête du lac," i.e., "the head of the lake."

of the lake. A boat, made of the bark of trees, and designed for the Governor's excursions between Détroit and Kingston, contained the whole company; which consisted of the Governor, Major Seward, Mr. Pilkinson, us three (Mr. de Blacons, having left us two days after our arrival in Naryhall), and Mr. RICHARD, a young Englishman, who arrived here by the way of the North River, and whom we had already seen in Philadelphia. Twelve *chasseurs* of the Governor's regiment rowed the boat, which was followed by another vessel, carrying tents and provision. We halted at noon to eat our dinner, and in the evening to pitch our tents and sup. In the morning, we walked, then breakfasted, and set out to pursue our journey, which was rendered rather unpleasant by a small fall of rain.

Fortymile-creek was one of the chief objects of our tour. This stream, which intersects in a straight line the range of mountains, extending from Queen's Town, flows, with a gentle fall, into the plain; and affords some wild, awful, yet very pleasing prospects among the mountains. [461] Before it empties itself into the lake, it turns a grist mill, and two saw-mills, which belong to a Mr. GREEN, a loyalist of Jersey, who, six or seven years ago, settled in this part of Upper Canada.

This Mr. Green was the constant companion of the Governor on this little journey; he is apparently a worthy man, and in point of knowledge far superior to the common cast of settlers in this neighbourhood. His estate consists of three hundred acres, about forty of which are cleared of wood. He paid one hundred and twenty-five dollars for forty acres, through which the creek flows, that turns his mill, on account of the greater value, they bear for this reason; the common price being only five shillings per acre. Land newly cleared yields here, the first year, twenty bushels of corn. The soil is good, though not of the most excellent quality. They plough the land, after it has produced three or four crops, but not very deep, and never use manure. The price of flour is twenty-two shillings per hundred weight; that of wheat from seven to eight shillings per bushel. The bushel weighs sixty-two pounds upon an average. Labourers are scarce, and are paid at the rate of six shillings a day.

Respecting the feeding of cattle, the winter is [462] here reckoned at five months and a half, and near the lakes often at six; on the mountains it is a month shorter. A few habitations are scattered over the district. Wheat is here, as well as throughout all Upper Canada, generally sown; but other sorts of grain are also cultivated.

Page 460. "A boat, made of the bark of trees"—"un canot d'écorce," i.e., "a bark canoe." "Queen's Town"—"Queenstown."

Page 461. "on this little journey"—"pendant le tems qu'il a passé à Forty-mile-creek," i.e., "during the time he spent at Forty Mile Creek." "cleared of wood"—"cleared." After "cleared" the translator omits "Il n'a pas plus de titres que les autres; mais ayant voulu, l'hiver dernier, vendre quelques-uns de ses acres et en acheter d'autres, il a obtenu promptement les titres pour ces deux parties," i.e., "he has like others, no deed, but desiring the previous winter to sell some of his acres and buy others, he at once obtained the deeds for both parcels."

Wheat and rye are sown in September; oats, in May; barley, in June; turnips, in July; and potatoes, in May. The hay harvest falls between the 10th of June and the 10th of July. Rye is generally cut about the beginning of July; and wheat, in the latter days of the same month; potatoes and turnips are dug in October and November. Grass is, in general, mowed but once. Cultivated meadows are sown with timothy-grass. The cattle are fed, in winter, with hay; which is kept either in barns, in Dutch lofts*, or in stacks, after the English manner: the last are very badly made. Until the winter sets in with great severity, the cattle are left to graze in the woods; they tell us, that in all parts of Upper Canada, the snow lies seldom deeper than two feet. The whole of these [463] observations apply also to the cultivated ground near Lake Ontario and Lake Erie.

Mr. Green, who has a very numerous family, intends to bring up all his sons to farming, and to build for each of them a mill, either on this or on a neighbouring creek. He grinds the corn for all the military posts in Upper Canada; where General Simcoe has ordered all the flour of a good quality to be purchased, which shall be offered by millers in larger quantities than six bushels.

The road from Fortymile-creek to the extremity of the lake, which we travelled, on horseback, is one of the worst we have hitherto seen in America. But for our finding now and then some trunks of trees in the swampy places, we should not have been able to disengage ourselves from the morass. Along the road, which is fifteen miles in length, the soil is good; but we scarcely saw four plantations on the bank of the lake. At the very extremity of it, and on the most fruitful soil, there are but two settlements.

Burlington Bay borders on Lake Ontario. This bay is five miles in length, and communicates with the lake by a streight sixty yards wide; but this communication is interrupted by sand-banks, which, at the extremity of the lake, form a bar, the base of which projects nearly half a mile [464] into the lake. This sole passage excepted, the bay is separated from the lake by an isthmus, from two to four hundred yards broad. At the point, where this isthmus begins on the southern side of the lake, the unnavigable tract is about fifty feet in width. Small vessels are worked up into a small creek in the bay; whence they proceed without any impediment to any other part within its extent. The mountains, which near Fortymile-creek reach close to the lake, but afterwards recede to the distance of five or six miles,

*In this neighborhood, as well as throughout all the northern parts of the Union, they call a thatched roof of a round, square or polygonal form, which rests on long posts, but can be raised or lowered at pleasure, a Dutch loft.—*Author*. (Baraque hollandaise).

Page 462. "10th of June"—"20 juin," i.e., 20th of June." "timothy-grass"—"thymothy."

Page 463. "plantations"—"habitations." "borders on"—"termine," i.e., "forms the end of." "interrupted" followed in the French by "dans les trois quarts de l'année," i.e., "for three quarters of the year."

Page 464. "the unnavigable tract"—"le portage."

approach it again at the extremity of Burlington Bay. Their colour, as well as the quality of the intervening soil between them and the lake, affords ground to suppose, that they once formed its borders, and that the tract of ground, which now separates them from its present bed, and which is covered with very old and beautiful trees, has been formed by alluvia from the waters of the lake. This range of mountains, after having formed an opening, through which a pretty considerable river empties itself into the bay, rejoin, bound the lake for about a fourth part of its length, and stretch thence towards Lake Huron, in the vicinity of which they divide into different branches, the farther direction of which is not known. The geographical knowledge of this country, as far as it relates to the course [465] of the rivers, the shape of the vallies, and the direction of the chain of mountains, is yet very imperfect. Governor Simcoe is aware of the necessity of its being enlarged and perfected. But, in a newly occupied country, like this, the number of objects necessary to be attended to is immense.

During the whole of our excursion we passed through woods, copiously adorned with flowers of the most exquisite hues and fragrance, the names of which we could not learn. The numbers of fragrant trees, of a size unknown in Europe, was equally great.

The banks of the lake are rather unhealthy, and intermittent fevers are almost as frequent there, as in the district of Genessee. But few surgeons reside in the country; they are not suffered to practice, till after having undergone an examination by a physician, appointed by government. This prevention, which may prove very beneficial in future times, is at present of no avail. For, as very few apply for leave to practice, the most ignorant are admitted without difficulty, if they will only present themselves for admission.

By one of them I was informed, that the inferior classes of the inhabitants dread their advice in intermittent fevers, because they always prescribe [466] bark; and that poor people, instead of following their advice, have recourse to a sort of magic charm, in which universal confidence is placed in this country. If seized with the ague, they go into the forest, search out a branch of an elm or sassafras, of the last year's growth; fasten to this branch, without breaking it off the tree, a thread, which must not be quite new; tie as many knots, as they think they shall have fits of the fever; and then return home, perfectly convinced, that they shall not experience more fits, than they have bound themselves to sustain, by the number of knots they have tied. The first discoverers of this arcanum used to make so few knots, that the ague would frequently disappoint their hopes, but they who at present practice the superstition tie so many, that the febrile

Page 464. "Their colour"—"Leur circuit."

Page 466. "bark"—"quinquina," i.e., "Peruvian bark."

matter is generally carried off, before the number of fits comes up to that of the knots.

A tour along the banks of the lake is extremely pleasant; the prospect of this vast sheet of water is majestic, and the traces of culture, which upon the whole has been commenced on the best principles, offer a picture, on which both the eye and the mind dwell with equal pleasure. The Governor is a worthy man, amiable and plain. The company was agreeable, and we enjoyed every convenience, which can be expected [467] on a journey of this kind. And yet, during the whole time of our residence in Naryhall, where he, as well as every one belonging to him, loaded us with civilities, in a manner the most agreeable, I did not experience one moment of true happiness, and real untainted enjoyment.

I am at a loss to account to myself for the various perceptions, which pressed upon my mind, and prevented my feelings from being entirely absorbed by gratitude, and by the pleasing sensations, it naturally produces. I love the English more, perhaps, than any other Frenchman; I have been constantly well treated by the English; I have friends among them; I acknowledge the many great qualities and advantages which they possess. I detest the horrid crimes, which stain the French revolution, and which destroyed so many objects of my love and esteem: I am banished from France; my estates are confiscated; by the government of my country I am treated as a criminal or corrupt citizen; severed from all I held dear, I have been reduced to extreme, inexpressible misery, by Robespierre, and the rest of the ruffians, whom my countrymen have suffered to become their tyrants; nor are my misfortunes yet consummated—and yet, the love of my country, this innate feeling, now so painful to me, so clashing with my present situation, [468] holds an absolute sway over my soul, and pursues me here more closely, than elsewhere. This English flag, under which I am sailing over lakes where the French flag was so long displayed: these forts, these guns, the spoils of France, this constant, obvious proof of our former weakness and of our misfortunes, give me pain, perplex and overpower me to a degree, which I am at a loss to explain. The success, last year, obtained by Lord Howe, which the English mention with more frankness, because they suppose our interest to be intimately connected with theirs; the eagerness they display in announcing new defeats of the French, the accounts of which are prefaced by the assurance, that English triumphs and exertions shall reinstate us

Page 466. After the paragraph ending with "the knots," the French text has "Il est bien difficile que le secret et sur-tout ce dernier raffinement, ne soient pas l'invention de quelque prêtre," i.e., "It is difficult not to conclude that this secret remedy, and especially the last refinement, are not the invention of some priest." "A tour"—"Cette promenade," i.e., "That tour."

Page 467. "Perception"—"Sentimens." "corrupt citizen"—"mauvais citoyen," i.e., "bad citizen."

Page 468. "Give me pain, perplex and overpower me"—"me gênent, m'accablent, et me donner un excès d'embarras, de honte," i.e., "disturb me, overwhelm me and give me a terrible sense of perplexity—of shame." "our guests"—"mes hôtes," i.e., "my hosts." (Smith has corrected the text.)

in the possession of our estates, and followed with congratulations: all these common topics of conversation, which our guests seem to introduce with the best intention, prove more painful to my feelings, as I am necessitated to hide my thoughts, lest I should be deemed a fool by the few, in whose eyes I am no Jacobin, no Robespierrian, and because I am, as it were, at cross purposes with myself. And yet it is a sentiment rooted, deeply rooted in my soul, that I would continue poor and banished, all the days of my life, rather *than owe my restoration to my country and my estates to the influence of* [469] *foreign powers, and to British pride.* I hear of no defeat of the French armies, without grief, or of any of their triumphs, without my self-love being gratified to a degree, which at times I take not sufficient care to conceal*. And yet, notwithstanding these feelings, the confession of which may appear ridiculous in my present situation, I cannot discern the period, when anarchy shall cease in my ill-fated country, and liberty, regulated by wise and efficient laws, afford happiness at least to those, who are not banished; when France shall rest her glory on a safe and lasting foundation.

I do not know, whether those of my friends, who shall read these lines, will understand my meaning; and whether they will be more able, than I am, to reconcile these apparently incongruous feelings and perceptions. I have here thrown them together, as I felt and conceived them.

[470] In addition to the civilities offered here to our small company, Dupetitthouars experienced one of a peculiar complexion, consisting in a offer of lands in Upper Canada, made by Major Seward, who, without expressly stating, that he was authorised by the Governor to propose this offer, at least hinted something to that effect. The polite, yet peremptory answer, returned by Dupetitthouars, at once ended the business.

The taste for news is not by far so prevalent in Upper Canada as in the United States. Only one newspaper is printed in Newark; and but for the support granted by government, not the fourth part of the expense of the proprietor would be refunded by the sale of his papers. It is a short abstract of the newspapers of New York and Albany, accommodated to the principles of the Governor; with an epitome of the Quebec Gazette. In the front and back of the paper are advertisements. It is a weekly paper; but very few copies are sent to Fort Erie and Détroit. The newspaper press also serves for printing the acts of the

*These "*Confessions d'un Emigré*," which ingenuously express the true sentiments of a very considerable part of the emigrated French nobility and gentry, are not, it seems, unworthy of the notice of foreign powers, and especially of our government. A French emigrant, who acted in the West Indies as field-officer in the British service, regretted, that the "*pavillon chéri*" was not waving at the mast-head of the vessels, on board of which he was going to combat the French.—*Translator.*

Page 469. "Wise and efficient laws"—"*des loix bien obéies*," i.e., "laws well obeyed."

Page 470. "Dupetitthouars"—"*du Petit-Thouars*."

Legislature, and the notices and orders issued by the Governor; and this is its principal use. In point of news, the situation at Niagara is by no means convenient, especially in time of war.

The English ships are not yet arrived from [471] Quebec, and this day is the sixth of July. The intelligence, which reached Philadelphia about the time of our departure, has but just been received at Niagara. They tell us, that they know nothing, but what they have learned directly from England. What little information we have been able to collect from different quarters, concerning the sentiments of the people, and which we could only now and then obtain, as we should have otherwise have given offence by too much inquisitiveness on this head, coincides in representing the nation at large as desirous of tranquillity and peace. But the American loyalists, who have actually suffered by the war, still harbour enmity and hatred against their native land and countrymen. These sentiments however are daily decreasing, and are not shared by the far greater number of emigrants, who arrive from the United States, Nova Scotia, and New Brunswick. There are mal-contents in this country; but their number is small. Several new settlers, who migrate into this province from the United States, falsely profess an attachment to the British Monarch, and curse the government of the Union, for the mere purpose of thus wheedling themselves into the possession of lands. The high price of provision, the prohibition of a commercial intercourse, and the protracted delivery of the deeds [472] by which the property of granted lands is conveyed to the occupiers, form, indeed, grounds of much discontent; but this is by no means of a nature to cause uneasiness to the government, which seems even to doubt its existence, though, in case of a war with the United States, it might render its situation extremely critical.

The Episcopal is the established religion in Upper Canada. In Détroit, however, half of the inhabitants are Roman Catholics; and some families of Quakers, Baptists, and Dunkers, are scattered through the province, though in small numbers.

A seventh part of the lands is allotted to the support of the Protestant clergy. For the Roman Catholic service nothing is paid, except in Détroit. No church has yet been built, even in Newark. In the same halls, where the Legislative and Executive Councils hold their sittings, jugglers would be permitted to display their tricks, if any should ever stray to this remote country. Our last excursion in the environs of Naryhall brought us by Queenstown to one of the Tuscarora villages, which stands on the Indian territory, four miles from Naryhall. One of the roads, which lead thither, passes over mountains,

Page 470. "from Quebec"—"à Québec," i.e., "at Quebec." (Smith has changed "from" into "at.")

Page 471. "England"—"Londres," i.e., "London."

Page 472. "Episcopal"—"anglicane épiscopale," i.e., "Church of England." "half of the inhabitants"—"la presque totalité," i.e., "almost all." "Baptists"—"memnonistes" (Mennonistes), i.e., "Mennonites." "Tuscarora"—"Tuscororas."

that border upon the falls. This road affords some interesting prospects, such as precipices, dreary [473] recesses, wild romantic scenes as far as the mountains project over the river, still hemmed in between this double range of high rocks. They become truly admirable where the mountains slope towards the plain, which separates them from the banks of the lake; this whole plain, Fort Niagara, the bank of the lake, the lake itself, nay, a part of the opposite bank, bursting at once on your view. The soil seems everywhere to be of a good quality.

This Tuscarora village has as dirty and mean an appearance as all the other villages we have hitherto seen; but the inhabitants, being informed of the intended visit of the Governor, had painted themselves with the utmost care, and were dressed in their most fashionable style. They fancied he came to hold an assembly. A booth, covered with green branches, before the door of the habitation of the chieftain, on which the English flag was waving, was the place singled out for the expected solemnity. The inhabitants were rather disappointed, when they learned from the Governor, that he came with no other view but to pay them a visit. He sat down in the booth. The Indians were seated on benches placed in a semi-circular form, and smoked tobacco. As many of the young men as could find room sat at the end, or stood leaning on the rails. General [474] Simcoe and ourselves were in the centre of the semi-circle; women and children were kept at a distance.

PATERSON, an American by birth, whom the Indians took prisoner at the age of ten years (he is now twenty-five) acted as interpreter to the Governor. All his speeches, like every discourse of the English agents addressed to the Indians, turned on the same subject. He told them also, at this time, that the Yankees were brooding over some evil design against them; that they had no other object in view but to rob them of their lands; and that their good Father (King George) was the true friend of their nation. He also repeated that the maize-thief (T—— P——) was a rogue and a liar.

His speech, however, met not with much applause on the part of the Tuscaroras. The Seneca-Indians had called here a week before, on their way to Naryhall, and told them, that they were going to the Governor, without entering into any particulars respecting the object of their visit. This circumstance led the Tuscaroras to conclude, that something very important was in negociation between the Senecas and the Governor, probably tending to the prejudice of their nation; for mistrust, suspicion, and apprehensions, form the prominent features of the policy of the [475] Indians; and it must be confessed, that this way of thinking is a very natural consequence of the conduct of the colonists towards them.

Page 473. "tobacco"—"dans de longues pipes," i.e., "long pipes," "leaning on the rails"—"reposés sur leur raquette," i.e., "leaning on their crosse."

Page 474. "the maize thief (T— P—)"—"l'oiseau noir (Timothy Pickering)," i.e., "the Black bird (Timothy Pickering)."

Page 475. "colonists"—"blancs," i.e., "whites" (as almost always).

The Governor disclaimed all particular negociations with the Senecas; and, in order to divert them from this opinion, made use of all the compliments and assurances, which he thought any way fitted to flatter their vanity, or allay their fears. He again told them of the Yankees, of the *maize-thief*, and of King George; but all this did not satisfy them. His promise of granting them lands in Canada, if the Yankees should drive them from their homes, made no deeper impression; nothing could brighten that cold, nay, gloomy countenance, which they generally preserve while they are treating on business. The extreme care, which they employ to conceal their impressions on similar occasions, may either be the effect of a studied dissimulation, the necessity of which they may have learned in their intercourse with the colonists, or merely the result of character and habit. This anecdote, however trifling in itself, shows how easily the jealousy between the different Indian nations is roused; a disposition which, like all the other foibles of the Indians, both the English and the Americans turn to their advantage.

There are few Indian villages, where some [476] persons, of European descent have not settled, who generally enjoy a considerable share of influence over the tribe. They are commonly people of a very indifferent character, attracted by the idle, extravagant, and drunken habits of the Indians. It is a general remark, that the whites, who reside among them, are extremely vicious, cruel, and covetous, and the very worst husbands and fathers.

Intermitting fevers are very frequent in this village. The Indians frequently take the advice of the physician, whom the English Government appoints, and pays on their account; but they, far more frequently, take draughts, which they prepare themselves from the juice of herbs. Although the neighbourhood is much infected with rattle-snakes, yet none of the present inhabitants of this village were ever bitten by them. Their remedy, in this case, would consist of salt and water, which they think infallible, and fully sufficient to effect a cure.

We met on this excursion an American family, who with some oxen, cows, and sheep, were emigrating to Canada. "We come," said they, "to the Governor," whom they did not know, "to see whether he will give us land." "Aye, aye," the Governor replied, "you are tired of the federal government; you like not any longer to have so many kings: you wish again for your [477] old father," (it is thus the Governor calls the British Monarch when he speaks with Americans); "you are perfectly right; come along, we love such good royalists as you are, we will give you land."

On our return from Queenstown we descended in the Governor's boat the noble river Niagara, the banks of which imagination delights to fancy covered with inhabitants, and reclaimed by culture from their

Page 475. "maize thief"—"l'oiseau noir," i.e., "black-bird."

Page 477. "boat"—"canot," i.e., "canoe."

present wild state, and views rich and charming landscapes; but this richness, and these charms, will probably yet, for a considerable time, enchant the eye of fancy alone.

During our residence in Naryhall, Messrs. Dupetitthouars and Guillemard took the opportunity of the return of a gun-boat, and made an excursion to York. Indolence, politeness to the Governor, and the conviction that I should meet with nothing remarkable in that place, united to dissuade me from this journey. My friends informed me on their return, that this town, which the Governor had fixed upon as the capital of Upper Canada, before he thought of building a capital on the Thames, has a fine extensive road, detached from the lake by a neck of land of unequal breadth, being in some places a mile, in others only six score yards broad; that the entrance of this road is about a mile in width; that in the [478] middle of it is a shoal or sand-bank, the narrows on each side of which may be easily defended by works erected on the two points of land at the entrance, where two block-houses have already been constructed; that this is two miles and a half long, and a mile wide; and that the elevation of the shore greatly facilitates its defence by fortifications to be thrown up on the most convenient points.

Governor Simcoe intends to make York the centre of the naval force on Lake Ontario. Only four gun-boats are, at present, on this lake; two of which are constantly employed in transporting merchandize; the other two, which alone are fit to carry troops and guns, and have oars and sails, are lying under shelter until an occasion occurs to convert them to their intended purpose. It is the Governor's intention to build ten similar gun-boats on Lake Ontario, and ten on Lake Erie. The ship-carpenters, who construct them, reside in the United States, and return home every winter.

There have not been more than twelve houses hitherto built in York. They stand on the bay near the River Dun. The inhabitants do not possess the fairest character. One of them is the noted BATY, the leader of the German families, who according to the assertions of Captain Williamson, [479] were decoyed away by the English, to injure and obstruct the prosperity of his settlement.

Notwithstanding the navigation of this river, there is a portage of thirty miles between York and Lake Simcoe, by which the merchandize, that comes from Lake Huron, might reach that place in a straighter line. The barracks, which are occupied by the Governor's regiment, stand on the road, two miles from the town, and near the lake; desertion, I am told, is very frequent among the soldiers.

Page 477. "road"—"rade," i.e., "harbour" or "roadstead."

Page 478. "that this is, etc.," i.e., the harbour. After "a mile wide," the French text has "qu'elle était saine dans tout ses points," i.e., "that it was clear and navigable at all points." "Baty"—"Batzy," i.e., "Berczy." (Smith corrects "Dun" into "Don" and "Baty" into "Bertzy").

In a circumference of one hundred and fifty miles the Indians are the only neighbours of York. They belong to the tribe of the Missassogas. I shall here observe, that all, who have visited the Indians in Upper Canada, assure us, that Father CHARLEVOIX has delineated their manners with the same exactness and truth, which has he in general displayed in the description of the countries he traversed.

After a residence of eighteen days at Naryhall, we took leave of the Governor on Friday the 10th of July. He wished us to stay a little longer; but Lord DORCHESTER'S answer had probably reached Kingston by this time; and, notwithstanding the Governor's true politeness and [480] generous hospitality, we were not entirely free from apprehensions of incommoding him.

I hope that he has been as satisfied with the sincerity and frankness of Mr. Dupetitthouars and myself, as we were with his kindness. As to Mr. Guillemard, I make no mention of him, since, he being an Englishman, his situation is altogether different from ours. We enjoyed in the General's house the most perfect freedom of opinion, which a man of his distinguished talents will always cherish, and but for which we should not have been able to continue so long at Naryhall as we did.

Everything we have seen and heard in this part of Upper Canada renders it, in our judgment, extremely probable, that her dependance on England will not be of long duration. The spirit of independance, which prevails in the United States, has already gained ground in this province, and will, no doubt, be much encreased by a more immediate connection with the United States. The comparison drawn by the inhabitants of Upper Canada, between the price of commodities subject to English duties and customs, and the value of the same articles on the opposite shore, will be a sufficient source of envy and discontent. The navigation being carried [481] on by both countries on the same lakes and canals, it will be impossible to prevent the contraband-trade; and this cannot but prove highly prejudicial to Great Britain, at least according to the system, by which she is guided in the government of her colonies. This contraband-trade will be a constant object of dispute between the two states, and will furnish the Governor of Upper Canada with sufficient pretences for commencing and promoting a war. But, a contest, the natural consequence of which would be an increase of the price of provision in Canada far above what it would bear in the United States, could not be a popular war. It would be a repetition of the American War of the Stamp-act, and of the Tea-tax, and would probably be attended with the same consequences.

The natural order of things at this moment and the universal disposition of nations, announce the separation of Canada from Great Britain as an event, which cannot fail to take place. I know nothing, than can prevent it. By great prosperity and glory, by signal successes in her wars, and by undisturbed tranquillity at home, Great Britain may be able to maintain her power over this country, as long as considerable sums shall

be expended to promote its population and prosperity; as long as it shall enjoy the most complete [482] exemption from all the taxes and burthens of the mother country; in fine, as long as a mild government, by resources prompt and well applied, by useful public establishments, not yet existing, and by encouragements held out to all classes and descriptions of citizens, shall convince a people already invited and qualified by a wise constitution to enjoy all the blessings of liberty, of the advantages of a monarchical government, which in its benevolent projects unites wisdom of conception with rapidity of execution.

But these conditions are and will hardly be fulfilled. In our time, perhaps soon, Great Britain will lose this bright jewel of her crown*. In regard to Canada, she will experience the same fate, as she is likely to share, sooner or later, respecting her possessions in India; as will befall Spain in respect to her Florida and Mexico, Portugal [483] in regard to her Brazil, in short all European powers, respecting such of their colonies, at least, as they possess on the continents, unless, enlightened by experience, they shall speedily change the colonial form of government.

Before I close the article of Niagara, I must make particular mention of the civility shown us by Major LITTLEHALES, adjutant and first secretary to the Governor; a well-bred, mild, and amiable man, who has charge of the whole correspondence of government, and acquits himself with peculiar ability and application. Major Littlehales appeared to possess the confidence of the country. This is not unfrequently the case with men in place and power; but his worth, politeness, prudence and judgment, give this officer peculiar claims to the confidence and respect, which he universally enjoys.

We embarked at Kingston on board the Onondago, one of the cutters, which compose the naval force on the lake. This cutter is pierced for twelve six-pounders, but carries only six in time of peace. When these vessels are not laden with stores for the King's service, they are freighted with merchandize, for which the merchants either pay freight, or engage to transport in their bottoms an equal quantity of the King's stores.

*Readers, endowed with a larger share of political sagacity, than the author displays throughout the whole train of arguments on which he grounds this dismal presage, will probably incline to believe the predicted revolution in Canada not quite so near at hand, as it appears to the Duke. who seems not to recollect, that the British government, by substituting, as he himself calls it, "a wise constitution" in the stead of the ancient constitutional form of Canada, has adopted the very means, to prevent her loss, which at the close of his observations on the subject, he advises as the only preventive of such a calamity.—*Translator*.

Page 482. "these conditions are," add "not." "Mais toutes ces conditions ne sont pas et ne peuvent pas être remplies." "But all these conditions are not and cannot be fulfilled."

Page 483. "ability and" is an interpolation of the translator's. "not unfrequently"—"toujours," i.e., "always."

[484] The Onondago is of eighty tons burthen. On this occasion, she had two detachments on board; one of the fifth regiment, destined for Kingston to bring money; and another of the Queen's rangers, to receive at Montreal new cloathing for the regiment. There were, besides, forty-one Canadians on board, who had conducted ten vessels for the King's service from Montreal to Niagara. The cabin-passengers were, Mr. Richard, Mr. Seward, whom I have already mentioned, Mr. BELLEW, who commanded the detachment of the fifth regiment, which was going to fetch money, Mr. HILL, another officer of the same regiment, who was ill, and was going to Kingston for the recovery of his health, Mr. LEMOINE, an officer of the sixtieth regiment, quartered at Kingston, and our party.

The wind was tolerably fair during our passage; this is generally accomplished in thirty-six hours; at times in sixteen; but it took us forty-eight hours. Dead calms are frequent, especially at this time of the year, and last sometimes five days. Scarcely any motion was observable on the waters of the lake. This passage, which is one hundred and fifty miles long, offers no interesting objects; the coast soon disappears from your view, especially in hot weather, when the horizon is [485] clouded with vapours, as when we sailed. Ducks' Islands form, to speak generally, the only trifling danger on this passage. They are three in number, lying in a line; there is no passage for ships either between the coast and the island on the left, or between this and the middle island, on account of the rocks under the water, on which ships would unavoidably be lost. You must pass between the middle island and that on the right, where the water is from four to five miles in width, and sufficiently deep to afford a safe navigation. The only danger, to be here encountered, might arise from a sudden gust of wind, springing up the moment, you approach the islands, and driving the ship into one of the dangerous channels. To the best of my knowledge, but one shipwreck has happened here, within the memory of man; but no vessel ventures near the islands by night, except when the weather is perfectly fair and clear. A more common and more real danger arises from the storms, which frequently on a sudden arise on the lake, render it even more boisterous than the sea, and cause the ships to labour and strain more severely, on account of the shortness of the waves, bounded by the small extent of the waters. The ships are then in constant danger of being driven on shore, and would hardly be able to avoid it, if the [486] storms lasted longer. But they generally continue only for a short time, especially in

Page 484. "the recovery of his health"—"*pour changer d'air*," i.e., "for change of air." "Dead calms are frequent, especially at this time of the year, and last sometimes five days"—"*elle dure souvent cinq jours, dans ces tems-ci sur-tout où le calme est habituel*," i.e., "it (i.e., the voyage) often lasts five days, especially at the season when it is steady calm."

Page 485. "Ducks' Islands"—"Ducks-islands." "lying in a line," prefix "*à peu-près*," i.e., "nearly." "more boisterous" add "*dit-on*," i.e., "they say."

summer, and the clearing up of the weather is as sudden as the coming on of the storms. They are, properly speaking, only violent gales of wind, which in autumn frequently blow two days together, and succeed each other very rapidly. Five or six years ago, a ship was lost, with every hand on board, and instances of this kind are said not to be uncommon at that time of the year. From November until April, the navigation is entirely discontinued on the lake.

During our passage, Lieutenant EARL, who commanded the cutter, and almost all our fellow-passengers, behaved to us, in the most civil and obliging manner. The weather was very warm, and had been so for the last eight or ten days. The mercury in Fahrenheit's thermometer stood, at Naryhall, frequently at ninety-two; but on board the vessel, in the cabin, it was only at sixty-four. It is less the intensity of the heat, than its peculiar nature, which renders it altogether intolerable; it is sultry and close, and more so by night, than by day, when it is sometimes freshened by a breeze, which is not the case in the night; the opening of the windows affords no relief; you do not perspire, but feel oppressed; you respire with difficulty; your sleep [487] is interrupted and heavy; and you rise more fatigued, than when you lay down to rest.

I have already mentioned, that we had a detachment of the fifth regiment on board. They dressed before we arrived at Kingston. Eight days before we had seen the Indians painting their eyes with lamp-black and red-lead, and braiding their hair, to fix in it feathers or horses' manes, dyed red or blue. This day we saw European soldiers plastering their hair, or if they had none, their heads, with a thick white mortar, which they laid on with a brush, and afterwards raked, like a garden-bed, with an iron comb; and then fastening on their head a piece of wood, as large as the palm of the hand, and shaped like the bottom of an artichoke, to make a *cadogan*, which they filled with the same white mortar, and *raked* in the same manner, as the rest of their head-dress.

This is a brief sketch of the spectacle, which these soldiers exhibited to us, the last two hours of our passage; though their toilette was not exactly the same as that of the Indians, yet they consulted their looking-glass with the same anxious care. These observations are less intended to throw a ridicule on the dress of the soldiers, and the childish attention paid to it in all countries, than to check the forwardness of those, who are ever [488] ready to ridicule all manners and habits, which are not their own. The Indian savage would be at a loss, whether to laugh more at the Turk, who covers his shorn head with a turban, containing more or fewer folds in proportion to his rank and

Page 486. "ninety-two" add "(26 degrés deux tiers de Reaumur)," i.e., "26 $\frac{2}{3}$ ° Reaumur." After "sixty-four" add "(23 degrés demi-quart de Reaumur)," i.e., "23 $\frac{1}{8}$ ° Reaumur." This is an error; 64°F. is 14 2-9° Reaumur; and 23 $\frac{1}{8}$ ° Reaumur is 84 $\frac{1}{8}$ ° Fahrenheit.

Page 487. "cadogan"—"catogan." "head-dress"—"tête," i.e., "head."

consequence—at the women in the island of Melos, whose petticoats scarcely cover half their thighs, while their sleeves reach down to the ground—or at our *belles*, who ten years ago confined their breasts and waists in huge stays, with false hips, and strutted along on high heels, and who now screw up their waist to the middle of their bosoms, tied round with a girdle, which looks more like a rope, than a sash, wear their arms naked up to the shoulders, and by means of transparent garments expose every thing to view, which formerly they thought themselves obliged to conceal, and all this, forsooth, to resemble Grecian ladies.

Sunday, the 12th of July.

When Ducks' Islands were about twenty miles a-stern of us, the lake grew more narrow, and the number of islands increased. They seemed all to be well wooded, but are not inhabited, and lie nearly all of them along the right bank. On the left is Quenty Bay, which stretches about [489] fifty miles into the country, and the banks of which are said to be cultivated up to a considerable extent. The eye dwells with pleasure, once more, on cultivated ground. The country looks pleasant. The houses lie closer, than in any of the new settled parts of Upper Canada, which we have hitherto traversed. The variegated verdure of the corn-fields embellishes and enriches the prospect, charms the eye, and enchants the mind. In the back-ground stands the city of Kingston, on the bay of the same name, which the French, in imitation of the Indians, called Cadarakwe. It consists of about one hundred and twenty or one hundred and thirty houses. The ground in the immediate vicinity of the city rises with a gentle swell, and forms, from the lake onwards, as it were, an amphitheatre of lands, cleared, but not yet cultivated. None of the buildings are distinguished by a more handsome appearance from the rest. The only structure, more conspicuous than the others, and in front of which the English flag is hoisted, is *the barracks*, a stone building, surrounded with pallisadoes.

All the houses stand on the northern bank of the bay, which stretches a mile farther into the country. On the southern bank are the buildings belonging to the naval force, the wharfs, [490] and the habitations of all the persons, who belong to that department. The King's ships lie at anchor near these buildings, and consequently have a harbour and road separate from the port for merchantmen. We landed at Port Royal. However *kingly* were the commander and his ship, he took our money. Governor Simcoe expressly desired us not to pay for our passage, as the cutter was a King's ship, and he had amply

Page 488. The description of the existing ladies' dress is given by the author as a "dit-on," "they say:" and he adds at the end of the paragraph "l'Indien sauvage serait sans doute embarrassé de savoir desquels il aurait à rire davantage," i.e., "the savage Indian would hardly know which to laugh at the more." "Ducks' Islands"—"les îles aux Canards." "Quenty Bay"—"la baye de Quenty."

Page 490. After "at anchor" add "dans la rivière," i.e., "in the river." "kingly"—"royal."

supplied us with provision. But my friend Dupetitthouars, as well as myself, were so much displeased with the idea, of making this passage at the expence of the King of England, that we ventured to offer our money to Captain Earl. Offers of this kind are seldom refused, nor did ours meet with a denial. Yet, it is but justice to add, that Captain Earl is a worthy man, civil, attentive, constantly on the deck, apparently fond of his profession, and master of his business.

No letter from Lord Dorchester had yet arrived, and it was extremely uncertain when it would arrive. The calculation, made at Kingston, respecting the probable time of the return of an answer, is less favourable than what they made at Niagara. We shall, perhaps, be obliged to wait a week longer. How much time will be lost for our journey, and why? Because Governor Simcoe is not on good terms with Lord Dorchester; [491] and because he observes the nicest punctuality, from which, in consideration of the letters we brought with us, he might well have departed in this case. Our friend, Mr. Hammond, might have saved us this unpleasant delay, by writing sooner to Lord Dorchester, as I requested him to do. Unfortunately such accidents cannot be foreseen. If they could, how many things should we alter in the course of our life? We must wait. Patience, patience, and again patience.

Kingston is the place, to which Lord Dorchester wishes, that General Simcoe should transfer the seat of government in Upper Canada. In this choice he is, perhaps, in a great measure influenced by the advantage, which he would thus enjoy, of having all the troops, in case of an attack, in the vicinity of Quebec, which is, in his opinion, the only tenable place in Lower Canada. He thinks, that if the seat of the government of Upper Canada were removed to Kingston, which lies nearer to Quebec than any other place, the orders and news, which arrive from Europe, would reach this place with more rapidity and safety, and would also be more rapidly circulated through the province. He further imagines, that the naval stores, sent from Europe, would here be safer, and that the refitting of ships would be cheaper, and with more security erected in Kingston, [492] whither, at all times, they might be sent directly from Quebec, at least more expeditiously than to any other place on the lake, where the inconvenience of a tedious and uncertain passage must be added to the expence for shifting the cargo on board of another vessel.

Governor Simcoe, on the contrary, is of opinion, that by the aggregate of his arrangements, the defence of Upper Canada might be easily effected. He adds, that the wealth of the country, which he

Page 490. "A week"—"huit jours," literally "eight days," but often equivalent to our obsolescent "se'nnight."

Page 491. "Punctuality"—"ponctuelle exactitude," i.e., "nicest exactitude." "again patience"—"toujours patience," i.e., "ever patience." After "Lower Canada" read "pour de là envoyer des partis en avant, si la guerre peut devenir offensive," i.e., "in case of an offensive, war, to send thence advance troops."

considers as the necessary result of his projects, will attract the enemy; and that if they should make themselves masters of Upper Canada, it would be impossible to dislodge them. He also observes, that, in time of war, by the various means of navigation, considerable parties might be easily sent from Upper Canada to every point of the United States, even to Georgia; that Upper Canada is the key of the territories of the Indians; and that thence succours may be easily sent to every part of Lower Canada, which, on the other hand, is not able to send any to Upper Canada, at least not so expeditiously as circumstances might require.

As to the more rapid circulation of orders and intelligence, and the earlier receipt of them, the Governor allows the truth of these allegations; but answers, that, from the vast extent of Canada [493] it is extremely improbable, that in case of its being peopled, this territory should be divided only into two governments. He adds, that the best method of peopling such parts of Canada, as have hitherto been explored, would be, to encourage the population of the two extremities, in which case, the prosperity of the centre would be more easily and rapidly attained. He further observes, that, in such a case, Kingston would become the capital of a new province; and that, in regard to the more difficult and more expensive distribution of ships, no facility and savings, to be obtained under this head, could balance the advantage of uniting in its centre the whole naval force stationed on the lake, and especially in a place, where it is most essentially protected against an attack.

All men seek after reasons or pretensions to enlarge the extent of their authority and power. Here, as every where else, good and bad reasons are alleged in support of a system, of a project, and especially of the interests of self-love. Yet power is also here, as every where else, the best, at least the most decisive of reasons; and if Lord Dorchester should not be able to prevail upon the British government to declare Kingston the capital of Upper Canada, he will, at least, prevent the seat of government from being established between the lakes Erie, Huron, and Ontario, according [494] to the wish of General Simcoe. As to the project of transferring it to York, he declares himself in a manner by no means favourable to that city; and in this opinion he is joined by all the inhabitants of Kingston, whose displeasure at their city not becoming the capital of the province is greatly increased by the consideration that, in consequence of this project, their town will cease to be the emporium of the small naval force stationed on this lake. The friends of Kingston further allege against the project, and not without reason, that York is an unhealthy place, and will long remain so, from the nature of the ground, which separates the bay from the lake.

Dupetitthouars, who is a zealous partizan of York, as far as he considers it in the light of an establishment for the navy, cannot help

Page 494. "Unhealthy"—"extrêmement mal-sain," i.e., "extremely unwholesome."

allowing that it has the air of being an unhealthy place. General Simcoe apparently possesses the love and confidence of all the inhabitants and soldiers. But his projects are deemed too extensive; and, above all, too costly, in proportion to the advantages, which England is likely to reap from their being carried into effect.

The merchants on the lake, whose rapacity the Governor is endeavouring to restrain, lay great stress on these two objections, and bestow much praise on Lord Dorchester's profound wisdom and [495] consummate abilities; while, by other accounts, he was formerly an useful man, but is now superannuated.

Lord Dorchester being an utter stranger to me, I am altogether unqualified to judge of his abilities and talents. I am also unacquainted with the amount of the expence, which the execution of Governor Simcoe's plans may require, and with the resources which England may possess to meet them. But I am clearly of opinion, that Great Britain cannot fail to reap signal advantages from his views and projects, if they should ever be carried into effect; and that they compose a complete system, which, if properly pursued in all its parts, will do great credit to him, who shall execute it.

But, at the same time, all the information we here obtain on this subject confirms our opinion, that General Simcoe meets with much opposition in his plans; that the jealousy, which Lord Dorchester shows in regard to him, and which is the natural result of his age and temper of mind, is carefully kept alive, by those who hold places under him; and that, with the exception of grants of land, and other matters of government, in respect to which the Governor is perfectly independent, he can do and enact nothing without the consent of the Governor General. As to his [496] rooted aversion against the Americans, I have heard it censured even by private soldiers; but he is allowed by all to possess military talents.

In relating these particulars, which finish the picture of *the man*, I have no other object, but faithfully to draw the character of Governor Simcoe, who, being undoubtedly a man of superior abilities and endowments, deserves to be known.*

Kingston, considered as a town, is much inferior to Newark; the number of houses is nearly equal in both. Kingston may contain a few

Page 495. "I am clearly of the opinion"—"il me semble," i.e., "it seems to me." In the exceptions to the power of Dorchester add "les affaires de son régiment," i.e., "the affairs of his regiment."

*Governor Simcoe has since left Upper Canada, and returned to England, whence he has been sent to St. Domingo. In that colony he has found no opportunity for displaying his military talents, but has endeavoured to curb the rapacity of the small army in the pay of Great Britain, and by this meritorious conduct excited the hatred both of the French and English, who have gratified it in a dreadful manner.—*Author*.

Page 496. "Private soldiers"—"militaires," i.e., "the military." Note* "gratified it in a dreadful manner"—"en profitant outrageusement," i.e., "profited by it (the thefts of money, which the translator calls 'rapacity') outrageously."

more buildings, but they are neither so large nor so good as at Newark. Many of them are log-houses, and those which consist of joiner's work, are badly constructed and painted. But few new houses are built. No town-hall, no court-house, and no prison have hitherto been constructed. The houses of two or three merchants are conveniently situated for loading and unloading ships; but, in point of structure, these are not better than the rest. Their trade chiefly consists of peltry, [497] which comes across the lake, and in provision from Europe, with which they supply Upper Canada. They act as agents or commissioners of the Montreal Company, who have need of magazines in all places, where their goods must be unshipped.

The trade of Kingston, therefore, is not very considerable. The merchant ships are only three in number, and make but eleven voyages in a year. Kingston is a staple port. It is situated twelve miles above that point of the river, which is considered as the extremity of the lake. Here arrive all the vessels, which sail up the river of St. Lawrence, laden with provision brought in European ships to Quebec.

The barracks are constructed on the site of Fort Frontenac, which was built by the French, and levelled by the English. The latter built these barracks about six years ago. During the American war their troops were constantly in motion; and, in later times, they were quartered in an island, which the French call *Isle aux Chevreux*, (Goats' Island) and which the English have named Carleton, after Lord Dorchester. Fort Frontenac, which was liable to be attacked on all sides, would answer no other purpose but to protect the small garrison, which the French kept there, against the attack of the Indians and [498] English; a part of the garrison was quartered in Cadarakwe, for the protection of the French trade. Here were also built, by Mr. DE LASALLE, the first French ships, which navigated the lake.

Kingston seems better fitted for a trading town than Newark, were it only for this reason, that the ships, which arrive at the latter place, and are freighted for Lake Erie, pass by the former, to sail again up the river as far as Queenstown, where the portage begins. Nor is its position equally advantageous for sharing the trade in provision, with which the lake may one day supply Lower Canada, England, perhaps all Europe, if Upper Canada should ever answer the expectations entertained by Governor Simcoe.

Page 496. "Those which consist of joiner's work"—"*celles en menuiserie*," "frame houses." "Painted" should be preceded by "badly."

Page 497. "Comes across the lake"—"*arrivent des lacs*," i.e., "come from the lakes." "A staple port"—"*un des points de dépôt*," i.e., "one of the points at which goods are kept stored." After "extremity of the lake" read "*plus loin, la navigation serait jugée dangereuse*," i.e., "Further on, the navigation would be considered dangerous." "Six"—"*dix*," i.e., "ten."

Page 498. "Cadarakwe"—"*Cadarakées*." "Queen's Town"—"*Queenstown*."

Kingston is, at present, the chief town of the middle district of Upper Canada, the most populous part of which is that situated on Queen's Bay. This district not only produces the corn requisite for its own consumption, but also exports yearly about three or four thousand bushels. This grain, which in winter is conveyed down the river on sledges, is bought by the merchants, who engage, on the arrival of the ships from Europe, to pay its amount in such merchandize, as the sellers may require. The merchants buy this grain for government, which pays for it, in [499] ready money, according to the market price at Montreal. The agentn of government causes a part to be ground into flour, which he sends to the different posts in Upper Canada, where it is wanted; and the surplus he sends to England, probably with a view of raising the importance of the colony in the estimation of the mother country. The price of flour in Kingston, is, at present, six dollars per barrel.

The district of Kingston supplied, last year, the other parts of Canada with large quantities of pease; the culture of which, introduced but two years ago, proves very productive and successful. In the course of last year, one thousand barrels of salt pork, of two hundred and eight pounds each, were sent from Kingston to Quebec; its price was eighteen dollars per barrel. The whole trade is carried on by merchants, whose profits are the more considerable, as they fix the price of the provision, which they receive from Europe, and either sell in the vicinity, or ship for the remoter parts of Upper Canada, without the least competition, and just as they think proper.

Although the number of cultivators is here greater than in the district of Niagara, yet the vast quantity of land under cultivation is not better managed than theirs. The difficulty of procuring labourers obstructs agricultural improvements [500] and encourages them to insist on enormous wages.

The process of clearing woodlands is here the same, as all over America. The husbandmen harrow the cleared ground two, three, or four years successively; during which time wheat is sown. Then they plough, but in a very imperfect manner, and sow pease or oats, and again wheat, and so on, according to the common routine. The land yields, in this state, from twenty to thirty bushels per acre.

Corn, for the winter, is sown from the beginning of August till the end of September. Snow falls generally in the latter days of Novem-

Page 498. "middle district"—"du Milieu," i.e., "Midland District." (The District which by Dorchester's Proclamation of 1788 was the Mecklenburgh District has its name changed to "Midland District" in 1792 by the Upper Canada Act, 32 George III., c. 8, s. 3.) "Queen's Bay"—"la baie de Quenti," i.e., "the Bay of Quenti."

Page 499. After "to England" add "en nature de bled," i.e., "in the shape of wheat." "With a view of raising the importance of the colony in the estimation of the Motherland"—"pour favoriser les moulins de la métropole," i.e., "for the advantage of the mills of the metropolis." "In the course of last year"—"les deux dernières années," i.e., "the last two years."

Page 500. At the end of the paragraph ending "per acre" read "voilà le trantran commun," i.e., "that's the usual thing." "Corn, for the winter"—"Les bleds d'hiver," i.e., "Fall wheat."

ber, and remains on the ground until the beginning of April. Under this cover the blade gets up remarkably well; the corn ripens in July, and the harvest begins about the end of that month. For want of reapers, the scythe is made use of, which causes a great waste of corn, that cannot be housed, and merely serves for feeding pigs. Labourers, whose common wages are from three to four shillings (Halifax currency), are paid during the harvest at the rate of one dollar, or six shillings a day. Some farmers hire Canadians for two or three months, to whom they pay seven or eight dollars per month, and find them in victuals. It frequently happens, that these [501] Canadians, who bind themselves by a written contract, meet with people offering them more money than they receive from their masters, which not being allowed to accept, they, of course, grow dissatisfied, and work negligently. They must be procured from the environs of Montreal. Farmers, who have no acquaintance in that country, find it difficult to obtain them; and this difficulty deters many cultivators from recurring to that resource, from which they might else derive considerable advantages. The harvest work is therefore generally performed by the family: thus the housing of the crops, though it proceed slowly, is yet accomplished; but the farmer has much additional trouble, and the loss he sustains, by his harvest being less perfect, far exceeds the few dollars, which he would have been obliged to spend in gathering in his crops in a more expeditious manner. The soil, which is but of a middling quality in the vicinity of the town, is excellent about the bay; many farmers possess there to the number of one hundred and fifty acres of land, thoroughly cleared.

The climate of America, especially that of Canada, encourages the the imprudence and covetousness of the farmers. There is no danger here, as in Europe, of the hay rotting, and the grain being spoiled by rains, if not speedily housed. [502] There seldom passes a day without sunshine; the sky is seldom entirely overcast, it never rains but during thunder-storms, and this rain never continues longer than two hours. Grain is, besides, seldom liable here to blights, or any other kind of disease.

The cattle are not subject to contagious distempers; they are numerous without being remarkably fine. The finest oxen are procured from Connecticut, at the price of seventy or eighty dollars a yoke. Cows are brought either from the state of New York, and these are the finest; or from Canada: the former cost twenty, and the latter fifteen dollars. These are small in size, but, in the opinion of the farmers, better milch-cows, and are for this reason preferred. There are no fine bulls in

Page 500. "Scythe"—"la faux à rateau," i.e., "cradle." ("Faux à rateau" is still good French for "cradle," the spelling *faux* is archaic.)

Page 501. "Acres"—"arpents," not quite the same. "Grain being spoiled"—"les bleds germés," i.e., "the grain sprouted."

Page 502. "Canada"—"Bas Canada," i.e., "Lower Canada." After "small in size" read "donnent de faibles élèves," i.e., "bring forth weakly calves." "Better milch cows"—"au moins aussi bonnes laitières," i.e., "at least as good milch cows." After "preferred" read "par beaucoup de fermiers," i.e., "by many farmers."

the country; and the generality of farmers are not sensible of the advantages to be derived from cattle of a fine breed. In summer the cattle are turned into the woods; in winter, that is, six months together, they are fed on dry fodder, namely, with the straw of wheat, rye, or pease, and on most farms with hay cut on swampy ground, but by rich and prudent farmers with good hay. The hay is frequently kept the whole winter within a sort of fence, covered with large branches, through which, however, the snow finds its way; but commonly [503] it is preserved in ricks badly made, and under Dutch hay-sheds. The meadows yield to the quantity of four thousand pounds per acre, but no aftercrop. There is no ready market at which a farmer can sell that part of his cheese and butter, which is not wanted for the use of his family. Of cheese and butter, therefore, no more is made, than the family need for their own consumption. They generally begin in the first days of May to make a provision for the winter. Some few farmers manufacture coarse woollens for their own clothing; the more usual way, however, is to buy the clothes. The farmer is too busy, has too little assistance, and makes his calculations with too little judgment, to engage in such a multiplicity of labours.

Sheep are more numerous here than in any part of the United States, which we have hitherto traversed. They are either procured from Lower Canada, or the state of New York, and cost three dollars a head. They thrive in this country, but are high legged, and of a very indifferent shape. Coarse wool, when cleaned, costs two shillings a pound. There are few or no wolves, rattle-snakes, or other noxious animals, in this country.

The farmers make but little maple-sugar, though the woods abound with the trees, from [504] which it is procured. The Indians import about two or three thousand pounds, and sell it to the retail traders for one shilling a pound. Maple-sugar is prepared in much larger quantities in Lower Canada. The Canadians eat it here on bread, or make cakes of it, mixed up with flour of wheat, or Indian corn. On

Page 502. "The hay is frequently, etc., etc."—the translator wholly misunderstands the text; the author is speaking of the cattle, not the hay. The author goes on "*Les bonnes granges, au moins pour le foin n'y sont pas plus communes que les bonnes étables, le foin est généralement conservés en mauvaises meules ou sous des barraques hollandaises,*" i.e., "Good barns, at least for hay, are as scarce as good stables; the hay is commonly kept in poorly made stacks or under Dutch sheds."

Page 503. After "after crop" the text reads "*le cultivateur ne trouve pas facilement à vendre ce qu'il en conserve au delà de sa consommation,*" i.e., "it is hard for the farmer to find a market for the hay he does not require for home consumption." After "buy the clothes" add "*au store,*" i.e., "at the store." "Two shillings"—"*deux schellings demi,*" i.e., "2s. 6d." (half a dollar). "Few or no wolves, no rattlesnakes or noxious animals" is the correct translation.

Page 504. "import"—"*apportent*" "bring in." "here" "*là,*" i.e., "there."

the maple-tree frequently grows a sort of knobs, or fungusses, of a very large size. If these excrescences be torn from the tree, and dried in the sun, they form an excellent tinder, which the Indians and Canadians use to light their pipes. Notwithstanding the great number of pines, no resin has yet been gathered. The culture of hemp and flax has been tried, but hitherto without success; the experiments, however, are continued.

The price of wheat is one dollar per bushel; last year the price was much lower; but it has risen from the general failure of the harvest. Fire-wood, delivered in the town, costs one dollar a cord; in winter it is conveyed thither in sledges from all the islands and banks of the river, which are covered with wood.

The river freezes over at the distance of twenty miles above Kingston.

The price of land is from two shillings and six-pence to one dollar per acre, if the twentieth part be cleared. This price rises in proportion [505] to the number of acres cleared of wood, though influenced by occasional circumstances. Two hundred acres, one hundred and fifty of which were cleared, were very lately sold for one thousand six hundred dollars. The expence for cutting down all the large trees on an acre, and inclosing it with a fence as rude as in the United States, amounts to eight dollars.

There is no regular market in Kingston; every one provides himself with fresh meat as well as he can, but frequently it cannot be had on any terms.

For this information I am chiefly indebted to Mr. STEWARD, curate in Kingston, who cultivates himself seventy acres, part of two thousand acres, which have been granted him as an American loyalist. He is a native of Harrisburg in Pennsylvania, and seems to have zealously embraced the royal cause in the American war. Fifteen hundred pounds sterling, which he had placed in the American funds, have been confiscated. Although he continues warmly attached to the British Monarch, yet he has become more moderate in his political principles; he has preserved some friends who espoused the cause of the Republic, among whom is Bishop White, of Philadelphia. Mr. Steward is a man of much general information, mild, open, affable, and universally [506] respected; he is very sanguine in his expectation that the price of land will rise, and that he shall then be enabled to portion out his numerous children. Without being a very skilful farmer, he is perfectly acquainted with the details of agriculture, so that I can place implicit confidence on his statements, the truth of which has also been confirmed by other husbandmen.

Page 505. "curate"—"ministre," i.e., "minister" (Rev. John Stuart, the Rector at Kingston). After "American funds" read "du chef de sa femme," i.e., "in right of his wife."

The number of farmers is very small about Kingston. By Mr. Steward's report, the agreement between the land-owner and farmer is generally made for their joint account, but not always faithfully performed. From his having been imposed upon in such agreements, he leased out last year four hundred and thirty acres, which are situated on the bay, and forty of which are cleared, for a yearly rent of one hundred and fifty bushels of grain; on condition that, if at the expiration of three years his tenant be desirous of acquiring the property of these lands, he must pay him one thousand dollars; in default whereof, he is bound to quit the land, and will consequently lose all the money and labour spent in clearing the ground.

The clergy of the Episcopal church are the only ministers in Upper Canada, who are paid by government. The members of other religious sects pay their pastors if they choose to have [507] any. In the district of Kingston are Baptists, Presbyterians, Roman Catholics, and Quakers; but they possess no building devoted to religious worship. Some of the inhabitants of Kingston are American loyalists; but the majority is composed of Scots, English, Irish, Germans, and Dutchmen.

The emigration from the United States is not considerable; during the last three or four years it has been very insignificant indeed, but gains now, it is asserted, a more promising appearance. This intelligence, which we first received from people attached to the English government, has since been confirmed to us by a great many labourers. These new colonists emigrate most of them from the States of Connecticut, Vermont, and New Hampshire. The emigration from Canada to the United States is far less considerable.

If any dependence might be placed on the report of persons, who arrived four years ago from the River Mohawk, such families, as are suspected of an attachment to Great Britain, are, in the United States, looked upon rather with an evil eye; but perhaps they give out such reports, merely that they may meet with a better reception in the British possessions.

The inhabitants of the district of Kingston meddle still less with politics than the people of [508] Newark. No newspaper is printed in the town; that of Newark is the only one published in Upper Canada, which being a mere imperfect extract from the Quebec Gazette, is here taken in by no one. I know but of two persons who receive even the Quebec-paper. As to the interior of the country, no news penetrates into that quarter, a circumstance that excites there very little regret.

In this district are some schools, but they are few in number. The children are instructed in reading and writing, and pay each a dollar a month. One of the masters, superior to the rest in point of know-

Page 506. "The number of farmers, etc.," "tenans," i.e., "tenant farmers." In the original the number of acres "leased out" by Mr. Stuart is given as 4,300—"Episcopal"—"Anglicane."

Page 507. "Baptists"—"Anabaptistes."

ledge, taught Latin; but he has left the school, without being succeeded by another instructor of the same learning.

There are yet but very few surgeons in this district; they, who assume this appellation, contrive to get well paid for their trouble. Excepting intermittent fevers, which are rather frequent in Kingston, the climate is very healthy. The houses, as has already been observed, are built of wood, for reasons which it is extremely difficult to discern. The town is seated on rocky ground; and not the smallest house can be built without the foundation being excavated in a rock, a sort of stone which affords the two-fold advantage of being easily cut, and of growing hard [509] when exposed to the air, without cracking in the frost. The inhabitants allow that, if bricklayers were procured even from Montreal (for there are none in this place), building with stone would be less expensive than with wood. They grant that, in addition to the greater solidity of such buildings, they would afford more warmth in winter, and more coolness in summer; but habit is here, as elsewhere, more powerful than reason. Carpenters' wages amount to sixteen shillings a day; labourers are equally scarce in Newark, and consequently as bad and as dear.

This district contains no paupers, and, of course, there exist no poor rates; the taxes are managed in the same manner as at Newark.

The roads at Kingston are much the same as at Newark; they are kept in good repair by ten days' labour, from which none of the inhabitants are excepted, all being obliged to work ten days at the roads. Labouring people complain, and not without reason, that this public burthen has not been assessed in a manner more proportionate to the means of the inhabitants; and calculate, with some degree of discontent, that their ten days' labour is tantamount to a tax of twelve dollars and upwards; for they must also find their own victuals when they work on the roads.

There is but one church in Kingston, and this, [510] though very lately built, resembles a barn more than a church,

We had a letter from General Simcoe to the Commanding Officer in Kingston, who, at our arrival, was Captain PARR, of the sixtieth regiment. Six hours after the detachment, commanded by that gentleman, was relieved by another of the same regiment, under the orders of Major DOBSON. This circumstance, however, did not prevent Captain Parr from giving us the most obliging proofs of civility and kindness. He is the son of the aged Governor of Nova Scotia. At first he seems cold, grave, and reserved; but his countenance brightens on a nearer acquaintance, and grows more open, gay, and cheerful; he soon

Page 509. "Bricklayers"—"maçons," i.e., "masons."—"labourers . . . Newark"—"Les domestiques sont aussi rares, au moins qu'à Newark, par conséquent aussi chers et aussi Mauvais" "domestics are at least as scarce as at Newark and consequently as dear and as bad" "Ten days"—"douze journées," i.e., "twelve days."

Page 510. "the aged Governor"—"l'ancien gouverneur," i.e., "the former Governor."

fell into an easy familiarity of conversation, which was heightened during our dinner. His behaviour was entirely free from ceremony, and indicated that he was not displeased with our society.

This dinner, which he gave to the newly arrived officers, forms for us a remarkable epocha. The ingenuity of the English in devising toasts, which are to be honoured with bumpers, is well known. To decline joining in such a toast would be deemed uncivil; and, although it might be more adviseable to submit to this charge, than to contract a sickness, yet such energy of character [511] is seldom displayed on these occasions. Unwilling to oppose the general will, which becomes more imperious in proportion as heads grow warmer, you resort to slight deceptions in the quantity you drink, in hopes thus to avert the impending catastrophe. But this time none of us, whether French or English, had carried the deception far enough, and I was concerned to feel, the remainder of the evening, that I had taken too lively a part in the event of the two detachments relieving each other.

The sixtieth regiment, to which they belong, is the only regiment in the English service, excepting the guards, which consists of four battalions. This regiment, which at the time of the war of 1757 was composed only of two battalions, was raised in America, and as many foreigners as Englishmen were enlisted. It was afterwards augmented to four battalions, and was considered, as in fact it is still in many respects, as a foreign regiment. The first two battalions have never yet left America; the two others have been stationed in Jersey, Guernsey, and the Antilles. General AMHERST is colonel of this regiment*. In point of duty, promotion, and command, the [512] four battalions are perfectly independent of each other.

The officers we have seen are well bred and extremely polite. *

* * * * *

Page 510. "epocha"—"epoque."

Page 511. After "As many foreigners as Englishmen were enlisted" add—"les officiers ont pu être choisis de même," i.e., "the officers were chosen in the same proportion." After "Antilles" read "et ce n'est que dernièrement et avec peine qu'ils ont été reçus en Angleterre," i.e., "And it is only recently and with difficulty that they have been received in England."

*On the death of Lord Amherst, His Royal Highness the Duke of York was appointed Colonel of the sixtieth regiment.—*Translator*.

Page 512. The starred part reads "Nous nous croyons en droit de penser que tous sont bien loin d'être ce qu'on appelle *aristocrates*. Beaucoup d'eux désapprouvent la guerre actuelle, ainsi que la dernière guerre d'Amerique, et montrent des sentiments de liberté et de politique qui me semblent être justes, libéraux et honnêtes; mais que certes ne sont pas ceux que professent M. Pitt et son parti. On nous dit que ce genre d'esprit est très-répandu dans l'armée. Comme nous ne sommes pas en situation de pousser fort loin ce genre de conversation, nous n'en avons pas su tout ce que nous aurions peut-être pu en apprendre. Au reste, aucun de ces officiers ne sait un mot de la révolution française dont cependant chacun veut parler autant par obligeance mal entendue pour nous, que par curiosité et par amour-propre," i.e., "We believe that we have good ground to think that all are very far from being what are called *aristocrats*. Many of them disapprove of the existing war as well as of the recent American war, and

The general opinion, in regard to Canada, is, that this country proves, at present, very burthensome to England, and will be still more so in future; and that, of consequence, Great Britain would consult her true interest much better by declaring Canada an independent country, than by preserving it an English colony, at so enormous an expence. The Canadians, say they, will never be sincerely attached to England, so that, if, in time of war, a militia were raised, not half of them would take up arms against America, and none perhaps against France. The British government commits, therefore, in their opinion, a gross error, in expending such vast sums in attempting to improve and preserve a country, which, sooner or later, is sure to secede from Great Britain, and which, did it remain faithful to the mother country, could not be of real service to it for any length of time.

These gentlemen further assert, in direct contradiction to General Simcoe's opinion, that the majority of new settlers of Upper Canada, who emigrate from the United States,—and who are [513] esteemed loyalists, would certainly assist those States, if they marched any troops into that country. I am not qualified to form a correct judgment on these opinions, which are perhaps mere effusions of the displeasure of officers, obliged to serve at so great a distance from Great Britain*; yet they appear to be not altogether destitute of foundation. But, however this may be, all the Canadians, we have seen, whether the inhabitants of the country or sailors, constantly expressed the utmost satisfaction on meeting with us Frenchmen of old France, and evinced a degree of respect and obligingness, to which we had long been unaccustomed. I cannot say much on the character of this people;

exhibit sentiments of liberty and views of government which seem to me to be just, liberal and commendable, but which are certainly not those of Mr. Pitt and his party. We are informed that such sentiments prevail widely in the army. As we are not in a position to pursue very far that kind of conversation, we have not learned all we perhaps might have learned. None of these officers knows anything of the French Revolution; nevertheless, every one of them wants to speak of it as much from ill-conceived courtesy toward us as from curiosity and self-complacency."

After "the general opinion" read "*parmi les officiers*," i.e., "among the officers." After "to England" read "*qu'ils laissent à chaque instant percer leur attachement pour la France, tout en convenant qu'ils sont mieux traités par le gouvernement anglais*," i.e., "that constantly they allow to appear their attachment to France, even though they admit that they are better treated by the English government."

*Whether the political opinions of the officers of the sixtieth regiment, alluded to by the Duke, be correctly stated, must be left to these gentlemen to explain. But the supposition, that British officers, from a mere dislike to remote garrisons, should censure administration for not abandoning a colony, which in the author's opinion is "a bright jewel in the British crown"—"an important conquest," and the loss of which appears to him "a public calamity," is an effusion of Gallie petulance, which should not pass unnoticed.—*Translator*.

Page 513. After "sailors" add "*et nous n'avons pas laissé que d'en voir en assez grand nombre*," i.e., "and we have not failed to see a great many of them." "I cannot say much on the character of this people—" *Je ne puis rien dire du caractère de ce peuple chez qui nous ne sommes pas encore*," i.e., "I can say nothing of the character of the people whom we have

all who came under my observation were full of spirit, active, gay and merry.

The royal navy is not very formidable in this place; six vessels compose the whole naval force, two of which are small gun-boats, which we saw [514.] at Niagara, and which are stationed at York. Two small schooners of twelve guns, viz., the Onondago, in which we took our passage, and the Mohawk, which is just finished; a small yacht of eighty tons, mounting six guns, and lastly the Missasoga, of as many guns as the two schooners, which has lately been taken into dock to be repaired, form the rest of it. All these vessels are built of timber fresh cut down, and not seasoned, and for this reason last never longer than six or eight years. To preserve them even to this time requires a thorough repair; they must be heaved down and caulked, which costs at least from one thousand to one thousand two hundred guineas. The expence for building the largest of them amounts to four thousand guineas. This is an enormous price, and yet it is not so high as on Lake Erie, whither all sorts of naval stores must be sent from Kingston, and where the price of labour is still higher. The timbers of the Missasoga, which was built three years ago, are almost all rotten. It is so easy to make provision of ship-timber for many years to come, as this would require merely the felling of it, and that too at no great distance from the place where it is to be used, that it is difficult to account for this precaution not yet having been adopted. Two gun-boats, which are destined by Governor Simcoe to [515] serve only in time of war, are at present on the stocks; but the carpenters, who work at them, are but eight in number. The extent of the dilapidations and embezzlements, committed at so great a distance from the mother-country, may be easily conceived. In the course of last winter, a judicial enquiry into a charge of this nature was instituted at Kingston. The commissioner of the navy, and the principal ship-wright, it was asserted, had clearly colluded against the King's interest; but interest and protection are as powerful in the New World as in the Old:—for both the commissioner and ship-wright continue in their places.

Captain BOUCHETTE commands the naval force on Lake Ontario; and is at the head of all the marine establishments, yet without the

not yet visited." After "merry" read "La dixième partie d'entr'eux ne sait pas un seul mot d'anglais, et se refuse à l'apprendre: leur figure est expressive, ouverte, bonne, et je les vois avec plus de plaisir que je n'ai vu aucun peuple depuis trois ans," i.e., "Not a tenth of them know a word of English and they refuse to learn it; their face is expressive, open, good-natured, and I looked on them with the greater pleasure as I had not seen any common people (peasantry) for three years."

Page 514. "Eighty"—"quarante," i.e., "forty." "Six or eight"—"cinq à six," i.e., "five or six."

Page 515. "dilapidations and" is an interpolation by the translator, who omits "on en fait le reproche aux commissaires de la marine," i.e., "the commissioners of the navy have been charged with them" (the malversations). "Bouchette"—"Bouchotte," a misprint often repeated.

least powers in money-matters. This gentleman possesses the confidence both of Lord Dorchester and Governor Simcoe; he is a Canadian by birth, but entered the British service, when Canada fell into the power of England. While Arnold and Montgomery were besieging Québec, Lord Dorchester, disguised as a Canadian, stole on board his ship into that city, on which occasion he displayed much activity, intrepidity and courage. It was not at all a matter of surprise that Lord Dorchester should bear in mind this [516] eminent service. By all accounts, he is altogether incorruptible, and an officer, who treats his inferiors with great mildness and justice.

In regard to the pay of the royal marine force on Lake Ontario; a captain has ten shillings a day, a lieutenant six, and a second lieutenant three shillings and sixpence. The seamens' [sic] wages are eight dollars per month. The masters of merchantmen have twenty-five dollars, and the sailors from nine to ten dollars a month.

Commodore Bouchette is among those, who most strenuously oppose the project of removing to York the central point of the force on the lake; but his family reside at Kingston; and his lands are situated near that place. Such reasons are frequently of sufficient weight to determine political opinions.

The desertion among the troops is not so considerable from Kingston, as from the forts Oswego, St. John, Niagara, and Détroit; from all those posts, in short, which lie nearer to the United States. Yet, it is pretty prevalent in all the garrisons of British America. We were told by the officers, that the first two or three years after the arrival of the regiment from Europe, no soldier deserts, but that envy and habit soon corrupt their mind. The discipline appears to me more severe in the British service, than it [517] ever was in ours. The men are treated with less attention and kindness.

Several regiments employ the Indians to apprehend deserters. In addition to the eight dollars, which are allowed by government for every deserter, brought back to his regiment, the captains promise them eight dollars out of their private purse, and inspirit them by some glasses of rum. These Indians then enter the American territory, where they are acquainted with every foot-path, every track, which they pursue without ever losing their way, and frequently fall in with the deserter, whom they stop, bind and bring back. If the deserter, which is frequently the case, be attended by inhabitants of the United

Page 515. "While Arnold, etc."—"c'est lui qui dans la moment où Arnold et Montgomery assiégeaient Québec, y a fait entrer sur son bateau, Lord Dorchester déguisé en Canadien," i.e., "it was he who when Arnold and Montgomery were besieging Quebec effected the entry into that city on his boat of Lord Dorchester, disguised as a Canadian." (After the word "stole," Smith has inserted "from").

Page 517. After "losing their way" add "dont tout autre qu'eux ne découvrirait pas la trace," i.e., "of which none but they could discover the trail." After "bring back" add "avant qu'il soit arrivé à la partie habitée des États," i.e., "before he gets to the settled part of the States."

States, the Indians make no attempt to stop him, but the English officers place sufficient confidence in the honesty of the Indians to suppose, that they will not suffer themselves to be bribed either by money or rum, which the deserters might offer.

The nearest regular Indian habitations are forty miles distant from Kingston, and belong to the Mohawks. About the same distance from the town are also some villages of the Missasogas, and wandering tribes of the same nation are constantly rambling about the banks of the lake, pass a few nights in one place and a few in another, cross the river on the confines of the [518] United States, and stop in the islands. Hunting and fishing are their only employments. They are the filthiest of all the Indians, I have hitherto seen, and have the most stupid appearance. They are said to live poorly, to be wicked and thievish, and men, women and children all given to drinking. The uncommon severity of the winter in this country occasions not the least alteration in their mode of living. In their small canoes they carry with them some rolls of the bark of soft birch*, which serve to cover the huts, built in form of a cone, wherein they sleep, and which are supported merely by some slight props, on which rest these portable walls, that at the top leave a passage for the smoke.

In the month of September the Indians bring wild rice to Kingston, which grows on the borders of the lake, especially on the American side. This plant, which loves marshy ground, succeeds there remarkably well. The Indians bring yearly from four to five hundred pounds of this rice, which several inhabitants of Kingston purchase for their own consumption. This rice is of a smaller and darker grain than that, which comes from Carolina, Egypt, etc., but grows as white in the water, is of a good flavor, and affords full as [519] good nourishment, as the latter. The culture of rice would be very useful in Europe for the subsistence of the poor, especially as in those parts the frequent use of it would not prove injurious to health, which it certainly does in hot countries. *Wild rice* is said to be the same plant, which in Canada is called *wild oats* (folle avoine).*

The same banks of Lake Ontario, where this wild rice grows, produce also a species of hemp, which grows up to a considerable height without the least culture, and is apparently as useful as that, which is

Page 517. "Missasogas"—"Missossogas."

**Betula lenta*, Linn. called by the French inhabitants of Canada, *mérisier*.—*Translator*.

Page 518. "Soft birch"—*du bouleau connu en botanique sous le nom de betula lenta* i.e., "birch known botanically as *betula lenta*." After "the smoke" add "ce sont les mêmes dont ils font leurs pirogues," i.e., "this is the same bark of which they make their canoes." (Smith has transposed "wild rice" and "to Kingston").

*The Duke seems to be misinformed on this subject. The *Wild oat* (*avena fatua*) is a plant altogether different from *wild rice*, (*oryza sylvestris*, Linn)—*Translator*.

Page 519. "The culture of rice," "de ce riz," i.e., "of this rice." "Wild oats" is an interpolation by the translator.

cultivated in France. It is stronger, produces more seed, and its transplantation to Europe would probably be attended with beneficial results.

To beguile *ennui*, and enjoy a few hours longer the society of our friend, Captain Parr, we accompanied him to the distance of six miles from Kingston. His detachment occupied seven vessels, and he had one for himself. The soldiers were without exception as much intoxicated as I ever saw any in the French service. On the day of their departure they were scarcely able to row, which rendered our tour extremely tedious [520]. On our return, wind and current were against us, so that we proceeded very slowly. Canadians rowed our boat, and according to their custom ceased not a moment to sing. One of them sings a song, which the rest repeat, and all row to the tune. The songs are gay and merry, and frequently somewhat more; they are only interrupted by the laugh they occasion. The Canadians, on all their tours on the water, no sooner take hold of the oars, than they begin to sing, from which they never cease until they lay the oars down again. You fancy yourself removed into a province of France; and this illusion is sweet. Our whole day, from six o'clock in the morning until nine at night, was consumed in this tour. So much the better; a day is gone; for although the unwearied politeness of the officers afford us every day in Kingston a comfortable dinner and agreeable society from four to eight o'clock in the evening, yet we cannot but feel much *ennui* in a place, where no sort of amusement, no well-informed man, and no books shorten the long lingering day.

Our situation is extremely unpleasant, and might well render us melancholy, did we give up our mind to irksome reflection. Mr. Guille-mard is gone to Montreal, with the Captain. He is perfectly right, for he would have shared in [521] our weariness, without giving us the least relief. He is a man of superior worth. The goodness of his heart, united with the charm of an enlightened mind, have long inspired me with the strongest attachment for him. His determination to leave us gave me, therefore, the utmost concern.

After a hearty breakfast, served up at a place somewhat remote from the troop, we took leave of Captain Parr. The place, where we breakfasted, belongs to Captain STORE, a native of Connecticut, captain in the militia of Upper Canada, a loyalist and proprietor of seven hundred acres of land, by virtue of a grant of the British government. He is owner of a saw-mill, which is situated on the creek of Guansignougua, and has two movements, one of which works fourteen saws, and the other only one. The former may be widened and narrowed;

Page 519. "six miles"—"six lieues," i.e., "six leagues." "as much intoxicated, etc."—"plus ivres, etc.," i.e., "more intoxicated, etc."

Page 520. "With the Captain" "avec le capitaine Parr," i.e., "with Captain Parr."

Page 521. "Store" is corrected in pencil by Smith to "Stone."

but frequently cannot work all at once, from the size of the logs and the thickness of the boards. We saw thirteen saws going; a log, fifteen feet in length, was cut into boards in thirty-seven minutes. The same power, which moves the saws, lifts also, as it does near the falls of Niagara, the logs on the jack. For the sawing of logs the Captain takes half the boards; the price of the latter is three shillings for one hundred feet, if one inch [522] in thickness, four shillings and sixpence, if one inch and a half, and five shillings, if two inches. The same boards, if only one inch thick, cost five shillings in Kingston. On the other side of the creek, facing Dutchmill (this is the name of Captain Store's mill), stands another mill, which belongs to Mr. JOHN-SON, who uses half the water of the creek. We viewed the latter only at a distance from the shore; the whole prospect is wild, pleasing and romantic, and made me sincerely regret my unskilfulness in drawing. The land is here as good as at Kingston.

Although a communication by land is opened between Montreal and Kingston, and though half the road is very good, yet the intercourse between these places is mostly carried on by water. The rapidity of the stream does not prevent vessels from being worked up the river, and this tedious passage is preferred to that by land, even for the troops. All the provisions, with which Canada is supplied from Europe, are transported in the same way; and the whole correspondence is carried on by this conveyance, but in a manner extremely irregular; at times eight days elapse even in summer, without any vessel going up or coming down the lake.

During our long residence in Upper Canada we had an opportunity of seeing a Canadian family [523] who were emigrating to the Illinois River. The husband had examined the settlement last year, and was now removing thither with his whole family, consisting of his wife and four children, all embarked in a boat made of bark, fifteen feet in length by three in width. While the parents were rowing at the head and stern, the children, excepting the oldest, who was likewise rowing, were seated on mattresses or other effects; and thus they sang and pursued their voyage of at least one thousand one hundred miles. We met them at Newark. They proceed along the banks of the lakes and rivers, lie still every night, make a sort of tent of their sheets supported by two poles, dress their supper, eat it, wrap themselves up in their blankets until the morning, set off at eight o'clock, stop once

Page 522. "Five shillings," add "et demi," i.e., "and sixpence." "Dutchmill"—"ce dutch-mill," i.e., "this Dutch mill." "Another mill"—"un autre moulin à scie," i.e., "another sawmill." "From a distance from the shore"—"du bord du capitaine Store," i.e., "from Captain Store's shore." "Going up or coming down the lake," omit "the lake." The translator here omits "en tout, ce pays est neuf pour toutes les ressources, et il n'est pas de ceux dont l'habitation m'aurait tenté de préférence," i.e., "this country is new in all respects and it is not such as would tempt me to choose it for a home."

a day to a meal, and then pursue their voyage again until the evening. They generally advance from fifteen to twenty miles a day, but, when bad weather comes on, or they meet with rapids or other obstructions, which force them to go by land, their progress is shorter, and they frequently rest a whole day. Having set out from Montreal, they came up Lake Ontario; thence they pass Lake Erie, go up the Miami River, travel about six or seven miles by land, and then reach the Theakiki River, which empties itself into the Illinois, or embark on [524] the Wabash*, which communicates by several branches with the Illinois, and thus proceed to the spot where they intend to settle. New colonists commonly form their settlements on the banks of that river, and chiefly consist of French Canadians.

There is another way from Montreal to the Illinois, which is said to be more frequented than the former; namely, up the Ottawas River or Great River † to Nipissing Lake, and thence by the French River to Lake Huron. On this way you meet with thirty-six places where the boats are to be carried over land, which, however, are very short. From Lake Huron you proceed by the Straits of Michillimakkinak to Green Bay, thence by the Crocodile River, Roe Lake, and River Saxe, after a short passage over land to Ouisconsing River, which empties itself into the Mississippi, which you descend as far as the Illinois, and thence go up this river. The way, just pointed out, is much longer than the other, but is generally preferred, especially by the agents of the [525] fur-trade. On returning to the westward, this is the same way, which you travel from Montreal as far as the Straits of Michillimakkinak, which you leave on the left, to reach Lake Superiour, on which you proceed to the great carrying place, thence to the Lake of the Woods, and so on.

The settlement on the Illinois is a large *depôt* for the fur-trade; nay, it is the last principal factory in that direction, the chief magazine of which is at Fort Michillimakkinak; but the agents travel one hundred miles farther and traffic even with the Indians of Louisiana.

Page 523. "Theakiki River"—"Theahikiriver." (The Kankakee River.)

*This beautiful river of the north-west territory is peculiarly celebrated on account of a copper mine on its northern bank, which is the richest vein of native copper that has hitherto been discovered.—*Translator*.

†The Duke seems misinformed as to the appellation of the Great River, by which the Miami is meant in America, not the Ottawas.—*Translator*.

Page 524. "Great River" — "la grande rivière." "Nipissing" — "Nipissin." "French River"—"la rivière des Français (French man's river)," a misprint for "Frenchmen's River." "From Lake Huron, etc." "Du lac Huron on entre dans le lac Michigan par le détroit de Michillimackinack, en suite dans la green bay, du fond de laquelle on passe dans la rivière du Crocodile, puis par le lac du riz (rice lake), et par la rivière Saxe, on parvient après un court portage à la rivière Ouisconsin, etc.," i.e., "From Lake Huron, Lake Michigan is reached by the Strait of Michilimacinac, then Green Bay, from the head of which you enter the Crocodile River, then by Rice Lake and the River Saxe and a short portage, the River Wisconsin is reached."

Page 525. "Michillimakkinak"—"Michilimakinack."

This traffic is chiefly carried on with rum, but also with guns, gun-powder, balls, blankets, small coral collars, small silver buckles, bracelets, and ear-rings, which are all worn by the Indians in proportion as they are more or less rich.

The common standard, by which the Indians estimate the value of their peltry, is the beaver-skin; so many cat-skins are worth one beaver-skin; buckles, guns, or a certain quantity of rum, are worth one or two beaver-skins, or perhaps only a part of one. The traders generally give the Indians in summer a part of the articles they want on credit; but the skins they take in exchange are sold at so low a price, and the provision they sell rated so high, that they can well afford to give credit, the more so as the Indians [526] are, in general, pretty punctual in fulfilling their engagements. These Indians hunt, live in families rather than in tribes, and are, by all accounts, distinguished by the same vices, the same qualities, and the same manners, as those we have had an opportunity of observing in the vicinity of the lakes.

The trade in these parts is carried on not by the Hudson's Bay Company, but by two or three houses in Montreal, especially by Mr. TODE, to whom I am indebted for the communication of these particulars. The Missouri River alone has hitherto been shut up against foreign traders by the Spaniards, who have there a fort. Besides the Canadian habitations, which stand along the banks of the Illinois either scattered or assembled in villages and towns, the Illinois Town contains about three thousand inhabitants. There are also some Canadians, who reside among the Indians, and live exactly as they do. All these settlements are in the north-west territory, belonging to the United States; for that part of the banks of the Missouri, which appertains to Spain, is not inhabited, excepting St. Louis and St. Genevieve, for eighty miles from New Orleans, and but very thinly peopled beyond this.

Such peltry as is exported in the course of trade is conveyed to Montreal by the same way which [527] the traders travel to these points. The mouth of the Mississippi, which by the new treaty with Spain has been ceded to the Americans*, and the friendly manner in which the Spanish Governor favours this branch of commerce, pro-

Page 525. "coral collars"—"colliers de porcelaine." "cat-skins"—"de peaux de rats, des chats, etc.," i.e., "(musk) rat and (wild) cat skins, etc." After "one beaver-skin" read "une peau de loutre en vaut deux," i.e., "an otter-skin is worth two beaver-skins."

Page 526. "For that part of the banks of the Missouri, etc."—"car les bords espagnols, à Saint Louis et Sainte G  nevi  ve pr  s, ne sont habit  s qu'   quatre vingt milles de la nouvelle Orl  ans et le sont peu jusq  ici," i.e., "for the Spanish shores almost to St. Louis and Ste. Genevieve are inhabited only to eighty miles from New Orleans, and, so far, only sparsely."

Page 527. "The mouth of the Mississippi . . . ceded to the Americans . . ."—"L'ouverture du Mississippi accord  e aux Am  ricains . . ." i.e., "The free navigation of the Mississippi granted to the Americans, etc."

*By the treaty of 1796, between the United States and Spain, the former obtained the free navigation of the Mississippi, but not the cession of the mouth or rather mouths of the river.—Translator.

cure their trade a more expeditious and less expensive outlet, so that in this way the expense has been lessened one-tenth. By the same way furs can be transmitted either to the United States or to any part of Europe, as the merchant chooses, while all peltry, which reaches Montreal, by the English laws can be sent only to Great Britain. The provision to be exchanged for these articles may also be bought in the cheapest markets, and, consequently, at a much lower rate than in Montreal, where the exorbitant duty on all merchandize, landed in Canada, and which, moreover, Great Britain alone has a right to import, raises their price in an enormous degree.

The furs in the whole of this country are of an inferior quality, if compared with the peltry of those parts which are situated north of the lakes, where the Hudson's Bay Company alone carries on this trade. By Mr. Tode's account you may [528] travel in an easy manner, from Montreal to the Illinois in fifteen days, and from the Illinois to New Orleans in twenty. The navigation of the Mississippi is good, but requires great prudence and attention, on account of the rapidity of the stream, and the great number of trunks of trees with which its bed is filled in several places. The whole country, through which it flows, is extremely fertile and delightful.

On Wednesday the 22d of July arrived the long-expected answer from Lord Dorchester. It was of a nature to strike us with amazement—a solemn prohibition, drawn up in the usual form, against coming to Lower Canada. It was impossible to expect anything of that kind. Mr. Hammond, the English Minister to the United States, had invited us himself to visit Canada, and removed the difficulties, which, from the report of other Englishmen, I apprehended on the part of the Governor-general, by assuring me, that Lord Dorchester had requested him to take it for the future entirely upon himself, to grant passports for Lower Canada, as he knew better than the Governor-general the travellers who came from the United States; and that the letters which he should give me would, without previously concerting with Lord Dorchester, secure me from all unpleasant incidents. I could [529] not, therefore, entertain the least apprehension of a refusal, as I had not the smallest reason to suppose that Mr. Hammond, who had loaded me with civilities, would have deceived me on this subject.

But his Excellency had been pleased to order his Secretary to send me an order of banishment, which he had not even taken the trouble to sign. They told me, by way of consolation, that his Excellency was rather weak of intellect, that he did not do any thing himself, &c.;

Page 527. "Provision"—"denrées," i.e., "wares" (The translator consistently gives "provision" or "provisions" for "denrées," although the English word seldom expresses the meaning of the French "denrées" in this work).

Page 528. "And delightful" is an interpolation.

Page 529. "An order of banishment"—"*un ordre d'exclusion*," i.e., "an exclusion order," i.e., a prohibition against entering Lower Canada.

that some emigrated French priest might have played me this trick by his influence over his Lordship's secretary or his mistress;—and well may this be the case; for, though Heaven be thanked! I have never injured any one, yet I find constantly people in my way, who endeavour to injure me. But, be this as it may, a resolution must be taken, and the best of any is, to laugh at the disappointment. May it be the only, or at least the most serious frustration of my hopes, which yet awaits me.

On my arrival in Canada, *my Grace* was over-whelmed with honours, attended by officers, complimented and revered, wherever I made my appearance; and now—banished from the same country like a miscreant!

“*Et je n'ai mérité
Ni cet excès d'honneur ni cette indignité.*”

[530.] On such occasions, as in many other situations in life, we ought to call to mind, that our own sentiments and feelings can alone honour or degrade us, and that conscious rectitude exalts us above all villains, great and low, above all fools, and all tattlers.

My eagerness to quit the English possessions as soon as possible, after the receipt of this letter, will be easily conceived; though, upon the whole, I cannot too often repeat, that the civilities shown us by the English officers at Kingston, as well as Niagara, deserve our warmest praise.

Major DOBSON being sensible of the necessity of our leaving Canada with the utmost speed, assisted us with true and sincere politeness, but for which we should not have been able to attain our end as soon as we wished; for, generally, no vessel sails from Kingston to the American coast except twice a year. He lent us his own barge, on board of which we embarked, four hours after the receipt of the Secretary's letter, for the United States, where no commandant, no governor, no minister, enjoys the right of offending honest men with impunity.

We shaped our course for Oswego, where we hoped to meet with an opportunity of a speedy passage for Albany. The four soldiers, who composed our crew, were intoxicated to such a degree, [531] that the first day we scarcely made fifteen miles, though we sailed twelve of them. Mr. Lemoine, the officer who commanded them, made them pay dear for the delay of the preceding day, by obliging them to row this day at least fifty-five miles. We left, at four o'clock in the morning, the long island where we passed the night. A heavy fall of rain had wetted us through to the skin; the wind had destroyed the slight covering we had made of branches of trees; the musquitoes had nearly devoured us; in short, we had scarcely enjoyed a moment's rest.

Page 530. “tattlers”—“barbouilleurs,” i.e., “poor writers or talkers, etc.” “With impunity” is an interpolation by the translator.

Page 531. “This day”—“le lendemain,” i.e., “on the morrow.”

But the weather cleared up; the morning grew fine; and we soon forgot the sufferings of the preceding night.

We reached Oswego at half-past eight in the evening, having scarcely stopped an hour in the whole course of the day. This passage is seldom effected in less than two days; but instead of coasting along the shore, we stretched from the place where we breakfasted straight over to Oswego, without approaching the land; an undertaking, which, but for the fairness of the weather, might have proved extremely hazardous.

Previous to our departure, we enjoyed the satisfaction of hearing the report of Admiral Hotham's second victory in the Mediterranean, and of the capture and destruction of four French ships [532] with fifteen thousand land-troops on board, destined for Corsica, contradicted by an officer, who arrived from Quebec. This action had been so frequently alleged to us, as a proof of the immense superiority of the English ships over the French, that we felt extremely happy on finding the whole report vanish like a dream.

The restoration of tranquillity and order in our country depends, at this time, more than ever on the successes of the French.—May they be as complete as I wish. Good God, what would have become of us, if Great Britain and her allies should prove victorious! I am free—Heaven be thanked!—from the rage against the English nation, which possesses so many Frenchmen, and cannot be justified by the still fiercer rage of some Englishmen against the French. The English are a gallant and great nation; I wish they might be sincerely allied with France—

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Page 531. "Hotham"—"Hotam."

Page 532. The starred passage reads "mais croire que le ministère Anglais a jamais eu en vue de rétablir l'ordre en France, ou même de travailler au rétablissement de la monarchie, c'est donner dans une stupide erreur; il a voulu la ruine de la France, et voilà toutes ses vues. L'argent anglais a provoqué tous nos premiers malheurs; l'Angleterre eût pu arrêter le commencement de la guerre du continent; elle eût pu sauver les jours du roi; son ministère n'en a rien fait; il a vu son intérêt dans le supplice de ce prince; il a voulu se venger de l'Amérique perdue, jeter (sic) le trouble en France, l'y entretenir, y rendre les crimes plus nombreux, afin de réunir contre elle plus d'ennemis, enfin la démembrer. Cette politique est aussi mal calculée, aussi peu prévoyante, aussi dangereuse pour la tranquillité même de l'Angleterre, qu'elle est immorale et cruelle. M. Pitt a protégé les Français auxquels il a cru le plus de dispositions à se prêter à ses vues de conquête; c'est à ce titre qu'il les a secourus, soudoyés, enrégimentés, et en cela il s'est encore trompé; car j'ai peine à croire que malgré la passion de l'esprit de parti, beaucoup de Français se fussent prêtés à enrichir l'Angleterre des dépouilles de la France. On verra ce qu'il fera d'eux à la paix; ces instrumens de l'ambition, de la vengeance et de l'ineptie du ministère anglais seront brisés dès qu'ils seront inutiles. En attendant, il les fait tuer à Quiberon, il y fait égorger les officiers de notre précieux corps de la marine, de peur que la marine française ne se rétablisse; il abuse de l'honneur égaré de ces braves gens pour les envoyer

Oswego is one of the posts, which Great Britain has hitherto retained, in open violation of the treaty of peace, though she will be obliged to deliver it up to the United States, in the course of next year. It is a miserable fort, which, in the year 1782, was built at a considerable expense by General HALDIMAN, at [533] that time Governor of Canada. The river Oswego, at the mouth of which the fort is seated, is at present almost the only course for American vessels to Lake Ontario. The fort is in a ruinous state; one single bastion, out of five, which form the whole of the fortifications, is kept in better repair than the rest, and might serve as a citadel, to defend for some time the other works, indefensible by any other means. The present garrison consists of two officers and thirty men, under whose protection a custom-house officer searches all the vessels, which sail up or down the river. It is not lawful to import any other article from the United States into Canada, but grain, flour, cattle, and provision, and no commodities are suffered to be exported to the United States, without express permission from the Governor of Upper Canada; nay, this prohibition extends even to persons, who, if they intended to proceed to that country without such permission, would be imprisoned. As to the prohibited exports in merchandize, they are confiscated, without excep-

à une boucherie certaine, sans espoir de succès, sans plan concerté, sans moyens. Ceux-là ont-ils tant de tort qui croient qu'il y avait complicité entre Robespierre et le cabinet de *Saint James*," i.e., "but to believe that the English Ministry ever had it in view to re-establish order in France, or even to endeavour to restore the monarchy, is to fall into a foolish error; it desired the ruin of France—that was its whole design. English money provoked all our first misfortunes. England might have arrested the outbreak of the continental war, she might have saved the life of the king—the English Ministry did not; it saw its interest advanced by the sufferings of that prince, it wished to be avenged for the loss of America, to inject disturbance into France, to foment it, to render the crimes more numerous, so that more enemies might be united against her—in fine, to dismember her. That policy is as ill-conceived, as little farseeing, as dangerous to the tranquility of England herself as it is immoral and cruel. Mr. Pitt has protected Frenchmen in whom he believed he found inclination to lend themselves to his schemes of conquest—it is for that reason he has helped them, paid them, enrolled them as soldiers—and in that he is still under a deception; for, notwithstanding the passion of party spirit, I can hardly believe that many Frenchmen could lend themselves to enriching England with the spoils of France. It will be seen what he will do for them on the return of peace; these instruments of the ambition, the revenge and the folly of the English Ministry will be thrown aside—broken tools—as soon as they are useless. In the meantime, it had them slain at Quibéron; it had our precious marine corps slaughtered at that place for fear the French navy might be re-established; it took advantage of the reckless courage of these brave men to send them to certain butchery without hope of success, without concerted plan, without supplies. Are those, then, so far wrong who believe that there was a conspiracy between Robespierre and the Court of St. James?"

"Haldiman"—"Haldimann"; generally written "Haldimand."

Page 533. "No commodities"—"provision," "what will serve for food." "without exception" add "à moins qu'elles ne soient accompagnées d'un passe-port special," i.e., "unless they are accompanied by a special permit."

tion, for the benefit of the customhouse-officer, by whom they are seized. This naturally prompts his zeal, and increases his attention; but there are so many points along the coast, where the contraband trade can be carried on, that it will hardly be attempted in this place, where [534] the Americans are sure to encounter so many difficulties and obstructions. Yet some vessels, now and then, slip out, under favour of the night. Two or three, which failed in the attempt, were last year taken and condemned. The large income of the receiver of customs, placed here three years ago, has hitherto been confined to these perquisites. Americans, who from an ignorance of the severity and latitude with which English prohibitions are enforced, have a larger quantity of provision on board, than the rigour of the English law permits, frequently see the surplus confiscated to the augmentation of the customs, which, if extracted by less delicate hands than those of the present receiver, might be carried to a much larger amount.

This officer is called Intendant-general: a fine title, which ornaments a station, that, in fact, knows no superiors, but has also no inferiors, excepting a director, who resides at Niagara. The Intendant-general has not even a secretary. His pay is ten shillings a day, and a ration, which he estimated at two. He receives his pay all the year round, though the navigation of the lake is entirely interrupted for five months, and he himself is seven months absent from Oswego. Decorated with such a title, and furnished with such an income, he will hardly be supposed to transact [535] himself the trifling business of his place. This is entrusted to a non-commissioned officer, who makes his report. This is signed by the Intendant-general, who, in case of absence from the fort, leaves blanks signed on his table. This *permit*, which authorizes all vessels bound for Canada, to proceed thither, must also be signed by the commanding officer, for which every vessel pays three-fourths of a dollar. For sailing up the lake a verbal *permit* is given *gratis*.

The present Intendant-general is an interesting young man, of the name of Mac-Donald, who, in addition to his talents and abilities, possesses all the peculiar merits, for which his family has long been distinguished in Canada. They came from Scotland, and settled here about twenty years ago. Mr. Mac-Donald served as an officer in the American war. He is now on half-pay; his brothers hold commissions in a Canadian regiment, lately raised, and one of them is Speaker of the house of representatives of Upper Canada.

A man of Mr. Mac-Donald's extraction, in France, would injure his character, in the public opinion by accepting a place in the customs. In England they know better. There, no injurious idea attaches to any profession, which concurs in the execution of the laws; and no blame attaches to a nobleman for holding a place in the com-

Page 534. "Last year"—"il y a deux ans," i.e., "two years ago."

Page 535. "Mac-Donald"—"Mac-Donnall" (several times). "nobleman"—"le gentlemen," a misprint for "le gentleman."

[536] mission of the customs, or turning merchant. He is, on the contrary, respected as much as if he belonged to the church, the army, or the navy, or were placed in any other honourable situation. Yet, if public opinion were altogether founded on just and reasonable principles, it should stigmatize all persons, who hold sinecures without any useful employment, and press consequently as dead burthens on the state. This, however, is not the case in England.

The number of vessels which ascend and descend the Oswego during the seven months, the navigation is open, amounts to about thirty a month. By Mr. Mac-Donald's account by far the greater number of them contain new settlers to Upper Canada, at which I am not astonished, it being a certain fact, that the emigration from the United States to Canada is far more considerable, than from the latter to the former country.

Fort Oswego is the only settlement on the banks of the lake between Kingston and Niagara, excepting Great Sodus, where Captain Williamson forms one, and which bids fair, as has already been observed, to become very prosperous; it is thirty miles distant from the fort. Twelve miles behind Oswego, stands, on the river, the first American settlement. This fort must therefore [537] shift for itself. The officers hunt, read, and drink; and the privates do duty, are displeased with their situation and desert. For this reason the oldest soldiers are selected for the garrison of Oswego; and yet, though less open to temptation, they desert to the United States. This fort, which lies too remote for any communication with foreign countries, is for five months together completely cut off from the rest of the world; the snow lying then so deep, that it is impossible to go abroad but in snowshoes. A surgeon, who has seven shillings and sixpence a day, augments the company in Oswego. The gentleman, who fills this place at present, contributes much to heighten the pleasure of the society, by submitting to be the general butt of railleries and jests.

The nearest Indian habitations are forty miles distant from Oswego; and yet there is an Indian interpreter appointed at this fort, who has three shillings and sixpence a day and a ration. He was employed during the last war. In other places his appointment might carry at least some appearance of utility; but here he is paid without having any employment. The commanding officer has five shillings a day in addition to the pay he enjoys by virtue of his commission; he keeps oxen, cows, sheep, fowls, etc., which, as a [538] permanent stock one commanding officer leaves to his successor at a settled price.

The gardens are numerous, and beautiful, in the vicinity of the fort; the lake as well as the river abounds with fish; the chace pro-

Page 536. "Great Sodus"—"le grand Sodus."

Page 537. "Are displeased with their situation"—"s'ennuie," i.e., "are bored"; "to the United States" is an interpolation.

cures plenty of game. The officers, therefore, live well in this wilderness, which they call Botany Bay, and yet wish to wrest from the Americans. We experienced from all of them a very kind reception.

The land in the neighbourhood of Oswego is very indifferent; the trees are of a middling growth, and the wood-lands have a poor appearance.

As fate would not permit me to see Lower Canada, I shall here throw together some particulars, I had collected respecting that country. I counted on certifying and arranging them on the spot; and although I have not been able to do this, yet they shall not be lost, either to myself or my friends.

The people of Canada possess the French national character; they are active, brave, and industrious; they undergo the severest toils, endure hardships with fortitude, and console and comfort themselves with smocking, laughing, and singing; they are pleased with every thing, and [539] checked and dispirited by nothing, neither by the length, or excessive fatigue of a journey, nor by the bad quality of their food, if their spirits be kept up by pleasantries and jests. They are employed in all voyages. At the beginning of spring they are called together from the different districts of both provinces, either for the King's service, or that of trade. The people, employed in this manner, reside about Montreal, and some miles lower down, as far as Quebec. Several of them live in Montreal, where they carry on a trade, which occupies them in winter. Their own inclination and taste invite them to this active and roving mode of life. Some of them are farmers, who leave the housing of the harvest to their wives and neighbours; others are artizans, who shut up their shops and depart. We met some of them, who were tanners, saddlers, butchers, joiners, &c., and who by all accounts were very good workmen. They leave their country for a summer, for one year or more, according to the work, which they are called to perform; and sometimes only for a short voyage. In the King's service they are employed in working the ships from Montreal, or rather China, which is three miles nearer, up to Kingston. This passage, which is rendered extremely troublesome by the numerous *rapids* in the river [540] takes up nine days, more or less, the back passage only three days, and the lading and unlading at least one. For this voyage they receive two Louis d'ors and are found in victuals; if not employed in actual service, they receive no pay. They now begin to serve as sailors on board the shipping on the lake. Commodore Bouchette is much pleased with them. Their wages amount to nine dollars a month both on board the King's ships, and in merchantmen, engaged in the fur-trade.

Page 538. "Certifying"—"vérifier," i.e., "verifying."

Page 539. "From the different districts"—"des deux differens points," i.e., "from the two different points." "China"—"la Chine," i.e., "Lachine." "Which is three miles nearer"—"qui est à trois lieues plus près," i.e., "which is three leagues closer."

Page 540. "Nine dollars"—"huit dollars," i.e., "eight dollars."

Mr. Mackenzie was attended by several of them on his travels to the South Sea; he brings them back with him from a journey, which, it was supposed, would extend as far as the former, but which he intends to terminate at the last factory. By the account of the English themselves, who do not like them, they are the best rowers, extremely dexterous in extricating themselves from difficulties, inured to labour, and very sober, though at times they are apt to drink rum rather too freely. In this case their gaiety grows noisy, while the English in a similar situation frequently grow sad and melancholy.

There exist few people among whom crimes are less frequent, than among the Canadians; murders are never committed, and thefts very seldom; yet the people in general are ignorant [541.] But this defect is to be imputed less to the people, than the government, whose system is to cherish and preserve this ignorance. No colleges have yet been established in Canada; and the schools are very few in number. Hence it is that the education even of the richest Canadians is much neglected; but few of them write with any tolerable correctness of spelling, and a still smaller number possess any knowledge, though some of them hold seats in the Legislative Council of the province. I must, however, mention, that I have received this information from Englishmen, whose accounts of the Canadians deserve but little credit, from the most prominent feature of their national character consisting in a warm attachment to France, which on every occasion they display more or less, according to the class of society, to which they belong, and to the extent of their wishes and expectations, relative to the British Government.

I have already observed, that all the families in Canada have retained the French manners and customs; that but very few Canadians, perhaps not one in a hundred, understand the English tongue; that they will not learn it, and that none of those, who understand that language, will talk it, except those, who from the nature of [542] their employment have a constant intercourse with the military.

The British government has, since the conquest, from a silly affectation, changed the names of the towns, islands, rivers, nay of the smallest creeks. But the Canadians make no use of these new appellations, but either from affectation or habit retain the ancient French names.

Many members of the Assembly, as well as of the Legislative Council of Lower Canada, are French inhabitants of Canada; the debates are carried on there in the French and English languages; the speech of the French member is immediately translated into English, and of the English into French.

Page 541. "Hold seats in the Legislative Council"—"*employés dans la législature.*"

The inveterate hatred of the English against the French, which is at once so ridiculous, so absurd, and so humiliating for the people, insomuch as it proves them to be mere tools of the ambition of their ministry—this hatred, which the lights, diffused through both countries, and the frequent intercourse between the two nations, had nearly destroyed in Europe, before the French revolution broke out, has not abated here in the same degree. No Canadian has just grounds of complaint against the British government; the inhabitants of Canada acknowledge unanimously [543] that they are better treated than under the ancient French government; but they love the French, forget them not, long after them, hope for their arrival, will always love them, and betray these feelings too frequently and in too frank a manner, not to incur the displeasure of the English, who even in Europe have not made an equal progress with us in discarding the absurd prejudices of one people against another.

When Lord Dorchester, at the appearance of a war with the United States, tried last year to embody the militia in Canada, he met everywhere with remonstrances against this measure. A great number of Canadians refused to enlist at all; others declared openly, "that if they were to act against the Americans, they would certainly march in defence of their country, but that against the French they should not march, because they would not fight against their brethren." These declarations and professions, communicated to me by English officers, and of consequence unquestionably true, were not the effects of Jacobin intrigues; for, it is asserted, that at that very period the emissaries of the Convention complained of the character of the Canadians being averse to an insurrection; but they are the natural results of their attachment to France, which neither time, nor the mildness of the English [544] administration has hitherto been able to extirpate. The notions of liberty and independence are, from their political situation, foreign to their minds. They pay no taxes, live well, at an easy rate, and in plenty; within the compass of their comprehension they cannot wish for any other good. They are so little acquainted with the principles of liberty, that it has cost a great deal of trouble to establish juries in their country; they oppose the introduction of the trial by juries, and in civil causes these are not yet in use. But they love France; this beloved country engages still their affection. In their estimation a Frenchman is a being far superior to an Englishman. The French are the first nation on earth; because, attacked by all Europe, they have repulsed and defeated all Europe. The Canadians consider themselves as Frenchmen; they call themselves so; France is their native land. These senti-

Page 542. "of the English against the French"—"des Anglais et des Français," i.e., "of the English and French for each other." "the people"—"les peuples," i.e., "both peoples." "ministry"—"ministères," i.e., "ministries."

Page 544. After "Englishman" read "qui est son ennemi," i.e., "who is their enemy." "Native land"—"patrie."

ments and feelings cannot but be highly valued by a Frenchman, who must love and respect the good people of Canada. But, it will be easily conceived, that they displease the English, who frequently display their ill-humour, especially the spirited and impatient British officers, by despising and abusing the Canadians. "The French," they say, "beat them, starved them, and put them into irons; they should therefore be treated [545] by us in the same manner." Such are the opinions on this amiable and liberal-minded people, which you hear delivered during an English repast; several times have I heard them with indignation. People of more prudence and reserve, it is true, do not profess these sentiments in the same rash and public manner; but they entertain them, and the people of Canada know full well, that such are, in regard to them, the sentiments of the generality of the Englishmen.

Lower Canada, which pays no more taxes than Upper Canada, has of late been obliged to raise a yearly contribution of five thousand pounds sterling, to meet the public expense for the administration of justice, legislature, and other *items* in this province. This contribution or impost is laid on wine, brandy, and other articles of luxury; it is raised as an excise, and consequently is an indirect tax, but little burthensome from its amount, as well as from the mode in which it is raised; and yet it has excited much discontent and displeasure against the representatives, who sanctioned it by their consent.

This is an outline of the sentiments, which prevail among the people of Canada, and which I should have more closely examined, had I been permitted to visit Lower Canada. I have been assured that Lord Dorchester, in consequence of [546] the refusal of the Canadians, to be embodied in regiments, desired last year to return to England. Whether this be the true motive of his desire to resign, which is a certain fact, I know not. His displeasure may also, perhaps, have been excited by the marked disapprobation of the English ministry, respecting his address to the Indian nation. However this may be, his resignation has not been accepted. Lord Dorchester, from his constant good and kind demeanour to the Canadians, imagined he was beloved by that nation; his administration has throughout been marked with mildness and justice; he has supported the new constitution; he loves the Canadians, but his self-love as well as patriotism and national pride have been much humbled by the sentiments, displayed last year by the people of Canada.

I have already mentioned a conversation, in the course of which several officers delivered it as their opinion, that it would be for the interest of Great Britain to give up Canada. This is the general opinion of all Englishmen, who reside in this country, excepting such as on account of their stations and emoluments hold a different language. They, who share in the government and administration of Canada, the English merchants and families, who have long resided here, are far from

Page 545. After "to visit Lower Canada" add "Quant à leur vérité, je n'en ai et n'en puis avoir aucun doute," i.e., "as to their truth, I have and can have no doubt."

possessing these principles, from a conviction [547] that in the process of time Great Britain will reap considerable benefits from the possession of Canada. These are not the ideas which I entertain on this subject, considering either the extent or the nature and complexion of the English administration and government in this part of the globe. I conceive that the enormous expence, incurred by Great Britain, is absolutely unnecessary, and that the state of independence, in which she endeavours to keep Canada, does not afford the greatest and most permanent advantage she might derive from that country.

What would be said of a ministry, which would attempt to convince England, that the proceeds of her trade and extensive navigation to Canada fall much short of her yearly expence to maintain herself in the possession of that colony, and propose to the British cabinet, to declare it independent, to assist it with subsidies the first years, and immediately to conclude with the Canadian government a treaty of amity and commerce? Such a ministry would undoubtedly be considered as a set of rank Jacobins. And yet it is highly probable, that Great Britain, while on the one hand she saved a considerable expenditure, would on the other lose none of her commercial advantages, form a permanent and extensive connection with Canada; and would spare herself [548] the humiliation of another colony being dismembered from the British empire. But such a resolution should be embraced without any secret views, and hidden projects, loyally and frankly; so that Canada, enjoying all the blessings of liberty and prosperity, might have no just grounds for any sinister apprehensions. However absurd this language may appear, it is perhaps precisely that, which all European powers should, at this time, hold to their continental colonies; nay, with some modification, I think it should even be addressed to the West-Indian Islands. But away with political speculations!

The Roman Catholic priests in Upper Canada are of the same cast as our former country curates; their whole stock of knowledge being confined to reading and writing, they are of course unenlightened and superstitious. The French revolution has brought thither some of a superior character, who are probably less indolent and more tolerant than the former. I am unacquainted with them, but the British officers are so astonished at seeing French priests possessed of some sense and knowledge, that, in their opinion, they are *very clever*.

The only branch of commerce belonging to Canada is the fur trade; with the whole extent and annual amount of which I had some hopes

Page 547. "Independence"—"dépendence," i.e., "dependence." (Smith has made the correction by scoring out the prefix "in"). "ministry"—"ministre," i.e., "minister." "To the British cabinet" is an interpolation. "Canadian government"—"le," i.e., "it" "Such a ministry . . . rank Jacobins"—"on le traiterait de Jacobin," i.e., "he would be considered a Jacobin."

Page 548. "So that Canada . . . sinister apprehensions"—an interpolation. "West Indian Islands"—"les Antilles," i.e., "the Antilles." "Upper Canada"—"Canada," i.e., Lower Canada. "Very clever"—"(*very clever*) très-éclairés."

of [549] getting acquainted during my intended residence at Montreal. I know from Governor Simcoe, that it is far more insignificant, than is generally believed, and that a considerable contraband trade in this article is already carried on in the United States, the chief agents of which are Canadian merchants. I know also, that this contraband trade, which they encourage on the river St. Lawrence, may likewise be carried on, without their assistance, with the United States, on Lake Erie, as well as on several points of the banks of Lake Ontario; and that the surrender of this fort to the United States, and the subsequent American settlements on the frontiers, will render it altogether impossible, to prevent this contraband trade. Besides, it is well known, that the Canadian merchants, who send the peltry to England, are the absolute masters of this trade in this country, and that a monopoly, which raises the price of commodities to an exorbitant height, is the most powerful incitement to smuggling.

All the ships, in which the trade between Canada and Europe is carried on, are English bottoms; none of them belong to merchants of the country. These possess but a few vessels, which are built at Quebec, and employed in the inland trade. In no parts of British America are any ships built, but such as navigate the lakes; even [550] at Halifax, ships are not built, but merely caulked and refitted. No ships but English bottoms are suffered to sail from Canada for Europe; whence it is, that, if this navigation be intercepted or protracted, the utmost scarcity of European provision prevails in that country. This year, for instance, all the magazines and warehouses in Canada were empty, on account of the ships, which generally arrive about the 15th of May, not having yet come in on the 20th of July. Since the 1st of July, not a bottle of wine, or a yard of cloth, could be procured for money, either in Quebec or Montreal. The officers, who came from these towns, and had not been able to supply their wants, complained of the absolute impossibility of procuring any necessary article in Canada; and, I understand, the discontent, which prevails on this subject, is not confined to the military.

It is agreed, on all hands, that the Canadians are indifferent husbandmen, that agriculture is imperfectly understood in this colony, and that, in this respect, the English have not transplanted hither either their own agricultural improvements, or any branch of European skill. The land is good, upon the whole; the best, which is in the island of Montreal, is worth from twenty to twenty-four dollars an acre. From the circumstance, [551] which is certain, the wealth of the country may be partly estimated.

Page 549. "this fort"—"des forts," i.e., "forts." "this trade"—"du commerce," i.e., "trade." "employed in the inland trade"—"encore sont-ils peu employés au commerce d'Europe," i.e., "they are so far little employed in trade with Europe."

Page 550. "The officers," add "du soixantième régiment," i.e., "of the 60th regiment." "Branch of" is an interpolation. "Halifax"—"Hallifax," as always.

The severe frost, which in winter generally prevails in Quebec, causes the mortar to crack, and every year occasions expensive repairs at the citadel, which never last long. The other strong places in British America are constructed of wood, which is never seasoned, but used as soon as felled, and consequently decays very soon. In the whole fort of Oswego, which was built about eleven years ago, there is not one sound piece of timber to be found; and for the same reason the citadel of Halifax, which was constructed only seven years ago, is now rebuilding from the ground. This is all the information, which I have been able to collect, and which, however imperfect it be, may yet serve as a guide to other travellers in their pursuits of useful knowledge.

The northern borders of the bason, which holds the waters of the Niagara, just above the falls, consist of a fat and strong reddish earth, lying on a ground of lime-stone.

The rocks, between which the stupendous cataract of Niagara rushes down, are also lime-stone, as are numerous fragments of rocks, which appear within the chasm, and have undoubtedly been swept away by the tremendous torrent. At the bottom of the bason you see also large masses [552] of white stone, of a fine grain, which the inhabitants assert to be the petrified foam of the fall, but which, in fact, appears to consist of vitriolated lime. It does not effervesce with acids. I have tried no other experiments.

The ground between the falls and Queen's Town is a level tract, some hundred feet elevated above the plain, which joins Lake Ontario, and in which the town of Newark, and the fort of Niagara are situated.

This whole tract seems to consist of lime and free stone, which contain petrifications of sea animals.

Over the plain near Newark are scattered large masses of a reddish granite, which lie insulated on the lime-stone, like the large blocks of granite, which you see on Mount Saleve, near Geneva; so that it is impossible to account for this origin.

In the environs of Toranto, or York, the soil is in some places sandy, in others light clay; no rocks are here to be found.

In Kingston, or Kadaraque, on the north-easterly extremity of Lake Ontario, you find again the argillaceous fine grained lime-stone, of a dark grey colour. Here, as nearly all along the borders of the lake, are found different sorts of flints, schist, quartz, and granite.

You also find at Kingston, at no great distance [553] from the shore, a large black conglomeration, which has the appearance of basalt, and great quantities of free-stone, with petrifications of sea animals.

Page 552. "Vitriolated lime"—"sulfat de chaux," i.e., "calcium sulphate." "Queen's Town"—"Queenstown."

After "experiments," add "with it." "Some hundred"—"quelques cents," i.e., "several hundred." "Insulated"—"isolées," i.e., "isolated." "Kadaraque"—"Kataraki."

Page 553. "large black conglomeration" "de grosses pierres noire, roulées" "large black stones, rounded" (i.e., boulders). "petrifications"—"des impressions."

The trees and plants, I have met with in Upper Canada, are nearly the same, which I observed in the northern district of Genessee. Yet I found the buck-eye, called by the Canadians *bois chicot*, the five-leaved ivy, which I have seen branched thirty feet high around an oak tree, the red cedar, the small Canadian cherry (*ragou minier*), and black or sweet birch. I have seen neither a papaw nor a cucumber tree. The ginseng root, which is pretty common in the territory of the United States, abounds in Canada, but forms here not so considerable an article of trade, as in the former country. The Canadians use an infusion of this root as a cure for pains in the stomach, especially if they proceed from debility; for colds, and, in short, in all cases where perspiration may be required. They also make use of the leaves of maidenhair*, which is found in great abundance in the vicinity of Kingston, instead of tea.

[554.] Mr. Guillemard having communicated to me the journal of his tour to Lower Canada, I shall extract from it such particulars, as appear most proper to fill up the deficiencies of the information, which I have myself been able to collect. This journal confirms, upon the whole, the general observations, which I made on that country. Although the intelligence, gathered by Mr. Guillemard, be not altogether as minute as I could have wished, yet from the correctness of his judgment, and his character for veracity, the truth of his remarks cannot be questioned.

The passage from Kingston to Quebec is made as far as China, in Canadian vessels of about ten or fifteen tons burthen. The navigation from China to Montreal being intercepted by the falls of St. Louis, this part must be travelled by land. Ships of any burthen may sail from Montreal to Quebec.

The rapids are of various descriptions. They are either whirlpools, occasioned by rocks, against which the water strikes in its course, or strong declinations of the bed of the river, the rapid motion of which is checked by few or no obstructions. Carried by rapids of this nature, ships may advance sixteen miles in an hour. Those of the former description are the most [555] dangerous, though misfortunes but seldom occur. They are most frequent on the cedar passage.

**Adiantum capillus veneris*, Linn. a plant, from which the once celebrated "*syrop de capillaire*" took its name, which P. Formius, a physician of Montpellier, recommended as an universal medicine, in his treatise "*De Adiantho*," published 1634.—*Translator*.

Page 553. "Buck-eye"—"*bonduc*." "Five-leaved ivy"—"*ecoomanthus* ou *bourreau des arbres*." "*Ragou minier*"—"ragoumimex." "Papaw"—"*frangier*." "Cucumber tree"—"*magnolia*." "Maiden hair"—"*capillaire*." (See additional notes.)

Page 554. "China"—"*la Chine*," i.e., "*Lachine*."

Page 555. "misfortunes"—"*accidens*," i.e., "*accidents*." "The cedar passage"—"*le passage des cèdres*," i.e., "*the Cedars*."

From Montreal to Quebec the river flows with great velocity, but without any rapids. In Lake St. Peter* ships must keep within a natural canal, from twenty to fifteen feet in depth; in other places the lake is only from four to six feet deep. It is under contemplation to make a canal from China to Montreal, by which the interruption of the water conveyance from China to Montreal will be removed.

There are few or no settlements between Kingston and St. John's, the chief place of the lower district of Upper Canada, about midway between Kingston and Montreal†. Between this place and Montreal they are rather more numerous, yet still few in number.

The right banks, belonging to England, are more thinly inhabited than the left. The few habitations you here meet with lie, almost all of [556] them, contiguous to the river. Between Montreal and Quebec they stand more closely together. Even the inland parts are inhabited within three or four miles of the shore; and so are almost all the borders of the rivers and brooks which fall into the stream. To judge from the habitations and the mode of cultivation, these settlements are the worst of any you meet with in the United States; on the right side of the river the plantations do not extend to so great a distance into the interior of the country.

The soil is generally good, especially in the islands. It bears a variety of fine trees and excellent grass. The land in the island of Montreal is esteemed the best; while in other inhabited parts the price of the land is at most five dollars per acre, it costs in the island of Montreal from twenty to twenty-five. There are estates in the vicinity of Quebec either somewhat better cultivated than the rest, or furnished with a good dwelling-house and out-buildings, the lands belonging to which bear a still higher price. Upon the whole there is but little land sold, either from the poverty of the inhabitants, or the difficulties attending a sale, for reasons which I shall detail in another place.

Agriculture is as bad in Lower Canada as it possibly can be. In the vicinity of Quebec and [557] Montreal no manure is known

*This lake is a part of St. Lawrence river. Its centre is sixty-eight miles above Quebec, and two hundred and five north-east of Kingston, at the mouth of Lake Ontario,—*Translator*.

†St. John's belongs not to the lower district of Upper Canada, but to Lower Canada. By an ordinance of the 7th of July, 1796, it has been established as the sole port of entry and clearance for all goods imported from the interior of the United States into Canada.—*Translator*.

Page 555. "twenty"—"12."

"St. John's"—"Johnstown." The translator has confused Johnstown (Cornwall) in Upper Canada and St. John's in Lower Canada. "The right banks belonging . . ."—"Le côté droit qui appartient aussi à l'Angleterre . . ." i.e., "the right bank also belonging, etc."

Page 556. "the worst . . . United States"—"de l'espece des plus mauvais dans les pays nouveau des États-unis," "like the worst in the new settlements of the United States."

but stable dung, and even this the farmers used not long ago to throw into the river. What is here called cultivated land is, even on the banks of the river, neither more nor less than ground merely cleared in tracts of about forty or fifty acres, and enclosed with rough fences. In the midst of these tracts are small plots of cultivated ground sown with wheat, Indian corn, rye, pease, and clover; they very seldom take up the whole space enclosed. The farmers are a frugal set of people, but ignorant and lazy. In order to succeed in enlarging and improving agriculture in this province, the English government must proceed with great prudence and perseverance. For, in addition to the unhappy prejudices which the inhabitants of Canada entertain in common with the farmers of all other countries, they also foster a strong mistrust against every thing which they receive from the English; and this mistrust is grounded on the idea, that the English are their conquerors, and the French their brethren.

There are some exceptions from this bad agricultural system, but they are few. The best cultivators are always landholders arrived from England. Mr. Touzy, an English clergyman in Quebec, who arrived very lately from Suffolk, in England, is now occupied in clearing and cultivating [558] in the English manner from seven to eight thousand acres, which he holds from government, or at least a part of this grant. Should he be gifted with sufficient perseverance to succeed, he cannot fail to become extremely useful to this part of the globe. In the mean while, it is a matter of general astonishment in Quebec, that he should form any such establishments at so great a distance from the town, and yet this distance exceeds not fifteen miles.

On the road from Montreal to Quebec the dwelling-houses are some of them built with small stones, and others with wood plastered over with lime, which abounds in the country; the inside of such of these buildings, as are inhabited by Canadians, is miserable and filthy. In most of them, which stand along the road, and where of consequence the death of the King of France is known, you find his portrait, the print which represents him taking leave of his family, his execution, and his last will. All these prints are something venerable to the Canadians, without impairing their attachment to the French.

Montreal and Quebec resemble two provincial towns in France; the former stands in a pleasant and delightful situation; the latter is seated half on the bank of the river and half on the adjoining rock. The lower

Pages 556 and 557. The sentences beginning "In the vicinity, etc.," read "On n'emploie de fumier que dans les environs de Québec et de Montreal, encore n'est ce que le fumier d'écurie qu'il n'y a pas long-tems les fermiers jettaient dans la rivière pour s'en débarrasser," i.e., "Only in the vicinity of Quebec and Montreal is manure used—and that but stable manure which until recently the farmers threw into the river to get rid of it."

Page 557. "Unhappy"—is an interpolation. "Touzy"—"Fouzé."

Page 558. "plastered over with lime"—"blanchies extérieurement avec de la chaux," i.e., "whitewashed." "and where of consequence"—"et où," i.e., "and where."

part of the town is inhabited [559] by the merchant's and trade's-people, and the upper part by the military. From its position, encircled as it is with the mountains, and from the works constructed to encrease its actual strength, Quebec belong to the fortresses of the second or third rank.

The military, it seems, enjoy in this city, on account of the presence of the Governor-general, and of the great number of officers and other persons attached to the army, the same distinction in society, which the merchants possess at Montreal.

The Canadian gentry, who reside in towns, are much poorer than the English, invited hither either by considerable pay, attached to their places, or some other valuable income. They live in general by themselves; and as they spend less than the English, the latter are apt to call them avaricious and proud; and the former fail not to return the compliment in a different manner. The English merchants are rich and hospitable.

In point of furniture, meals, &c., the English fashions and manners prevail, even in some of the most opulent Canadian families connected with administration. In other Canadian families of distinction the French customs have been preserved.

The export and import trade of Canada employs [560] about thirty vessels, and is merely carried on with and through England. From an extract of the custom-house books for 1786, procured by Mr. Guillemard, the exports in that year appear to have amounted to three hundred and twenty-five thousand one hundred and sixteen pounds, Halifax currency, and the imports to two hundred and forty-three thousand two hundred and sixty-two. Since that year not only large quantities of corn have been exported, but the trade has, upon the whole, been considerably encreased by the great agricultural improvements made in both provinces, but especially in Upper Canada.

The whole amount of a common harvest in Lower Canada is estimated at four thousand bushels, three fourths of which are consumed in the country. The principal *dépôt* of the peltry trade is in Montreal.

I shall at the end of this article subjoin some satisfactory information respecting this trade, extracted from a journal, the veracity of which is unquestionable.

The navigation of the River St. Lawrence is shut up by frost seven months of the year.

An iron-work on the *Trois Rivières*, and a distillery near Quebec, are the only manufactories in Canada, and both in a very low state. The

Page 559. "gentry"—"gentlemen." "rich and hospitable" "*riches et qu'ils appellent hospitaliers*" "rich and what they call hospitable" (a nice distinction).

Page 560. "merely"—"*seulement*," "solely." "satisfactory"—"*certain*." "harvest," add "*en bled*," i.e., "of grain." "on the *Trois Rivières*" "*aux Trois Rivières*," i.e., "at Three Rivers." "in a very low state"—"*sur une très-petite échelle*," i.e., "on a very small scale."

[561] iron-work cannot even supply Lower Canada with the necessary articles; it belongs to merchants of Quebec and Montreal, who make no use of the machinery employed in England in manufactories of that description. The iron-ore is found in the neighboring rivers, and also in grains on the surface of the soil. It is very rich, and known by the name of St. Maurice ore. The work employs twenty workmen, all of them Canadians; they forge the iron into bars, manufacture tools for artisans, utensils, pots, &c., and earn three-quarters of a dollar a day, but are not boarded by the owners of the work.

In the distillery whisky and geneva are distilled, but very little of either. The number of workmen is very small; their daily wages consist in two shillings in money and board. The Canadians, like the inhabitants of the back country in the United States, manufacture themselves all the clothes they want for their families.

The Roman Catholic religion forms the established church in Lower Canada; the ministers are supported by tythes and gifts, and out of the estates acquired by the clergy. All the churches in the country belong to the Roman Catholic persuasion, and are tolerably well frequented by the people. The clergy of the Episcopal church are paid by the king; as well as the Protestant [562] bishop, who is at the same time bishop of Upper Canada. Divine service is performed by Protestants, in Roman Catholic churches or chapels, at Quebec, Montreal, and *Trois Rivières*. In the country there is no religious worship but according to the rights of the Roman Catholic religion.

A convent of *Urselines* in Quebec, and another in Montreal, and a society of Charitable Sisters, who attend the hospitals and lazarettoes, are the only nunneries of Lower Canada. The revenue of the hospitals consisted in part of annuities, paid by the city of Paris, the payment of which was stopped in pursuance of a decree of the French National Assembly; and this deficiency has not hitherto been made up in any other manner. Two Franciscans only, and one Jesuit, are remaining of the numerous convents of these orders which subsisted here at the time of the conquest of Canada. One of these Franciscans, it is asserted has, in violation of the treaty, taken the vow since that time, and the Jesuit is rather a priest who styles himself a Jesuit, than really a member of that religious community. By virtue of a grant of His Britannic Majesty, all the estates in Canada, which belong to the Jesuits, go to Lord Amherst at the decease of the last member of that community in

Page 561. "very rich" "abondante et assez riche" "abundant and fairly rich." "whisky and geneva"—"du whiskey et un peu d'eau de genièvre," i.e., "whisky and a little gin." "estates acquired by the clergy"—"les biens acquis du clergé."

Page 562. after "Montreal," (where it first occurs on this page) add "Saurel," i.e., "Sorel." "Charitable Sisters"—"Sœurs de la charité," i.e., "Sisters of Charity." "lazarettoes"—"hotels-dieu." "Franciscans"—"récollets."

the province; and rumour [563] says, that the proceeds of these estates, enjoyed by the *soi-disant* monk, which amount to fifteen hundred a year, are the true cause of the enmity which subsists between Lord Amherst and Lord Dorchester.

The seminary in Quebec is kept by a sort of congregation or fraternity, known by the name of the Priests of St. Sulpice, who, prior to the conquest, possessed three such houses, namely, one in Siam, one in Pondicherry, and one in Quebec. Since that time the seminary supports itself by its own means. The estates which it possesses are considerable, at least in point of extent, and contain from fifty to sixty thousand acres; yet, as the seminary possesses not the right to dispose either of the whole or any part of them, and consequently cannot gain any advantage from these estates but by farming them out to tenants, who pay no more than about a bushel and a half of corn for every ninety or a hundred cultivated acres, the proceeds exceed not in the whole five hundred dollars per annum. The mill, which the seminary possesses in the Island of Montreal, is let for somewhat more.

Besides the lectures on theology, which are delivered in the seminary, Latin is also taught, and the scholars are even instructed in reading. This business is confided to young clergymen, who [564] pursue their studies to obtain the order of priesthood, and are excused from certain exercises, without which they would not be qualified to take orders, on account of their being engaged in the instruction of youth. This seminary forms the only resource for Canadian families, who wish to give their children any degree of education, and who may certainly obtain it there for ready money.

Upon the whole the work of education in Lower Canada is greatly neglected. At Sorrel, and *Trois Rivières*, are a few schools, kept by nuns, and in other places men or women instruct children. But the number of schools is, upon the whole, so very small, and the mode of instruction so defective, that a Canadian who can read is a sort of phenomenon. From the major part of these schools being governed by nuns and other women, the number of the latter, who can read, is, contrary to the custom of other countries, much greater in Canada than that of men.

The English government is charged with designedly keeping the people of Canada in ignorance; but were it sincerely desirous of producing an advantageous change in this respect, it would have as great obstacles to surmount on this head as in regard to agricultural improvements.

Page 563. "rumour says . . . Lord Dorchester" "on assure que l'inimitié du Lord Dorchester pour Lord Amherst est la véritable cause de la jouissance laissée au faux moine usurpateur"—"it is stated as a fact that the enmity of Lord Dorchester toward Lord Amherst is the real cause of the usurping monk being permitted to enjoy these estates." "fifteen hundred," add "liv. sterlings," i.e., "pounds sterling."

Page 564. "Sorrel"—"Saurel," i.e., "Sorel."

[565.] The feudal rights continue in the same force in Canada as previously to the conquest. The proprietors, or lords of the manor, have alienated or alienate the lands on condition of an annual recognition being paid by the tenants, which amounts to a bushel or a bushel and half of grain.

At every change in respect to the occupiers of land, except in a case of a succession in direct lineage, the lord of the manor levies a fee of two per cent.; and, in case of sale, he not only receives a twelfth of the purchase money, but has also the right of redeeming the estate; he moreover enjoys the exclusive right of building mills, where all the people, who inhabit within the precincts of the manor, are obliged to have their corn ground.

The mills are so few in number, that frequently they are thirty-six miles distant from the farms. The miller's dues amount to a fourteenth, according to law; but the millers are as clever in Lower Canada as elsewhere, and contrive to raise them to a tenth. The bolting is performed by the farmers in their own houses. The mills are numerous in the vicinity of Quebec and Montreal, and belong to the seminary.

On lordships of the manor being sold, a fifth of the purchase-money goes to the crown; [566] these fees and charges, it will be easily conceived, greatly impede the sale of estates.

The administration of justice is exactly the same as in Upper Canada. In this respect Lower Canada is divided into three districts. The penal and commercial laws are the same as in England; but the civil law consists of the customs of Paris, modified by the constitutional act of Canada, and by subsequent acts of the legislative power. Nineteen twentieths of all property, amenable before the courts of justice, belong to merchants. Criminal offences are very seldom committed in Canada.

The five thousand pounds, which last year were voted for the expence of the legislature, &c., are raised by means of an excise on liquors.

The climate in Lower Canada is rather dry, and very cold in winter; the sky is, at all times, beautifully clear and serene. In the months of January and February Reaumur's thermometer stands generally at twenty degrees below the freezing point. In 1790 it fell quite below the scale, and the quicksilver retreated into the ball. In summer some days are excessively hot, and the thermometer stands at twenty-four degrees; this year it mounted to twenty-eight. The heat in summer, it has been observed, becomes more intense [567] and continues

Page 566. "penal . . . laws"—"les loix criminelles," i.e., "the criminal laws." "the constitutional act of Canada"—"l'acte qui a formé la constitution du Canada"—"the Act which framed the constitution of Canada" (of course the Statute of 1791, 31 George III, cap. 31 is meant, not an Act of Canada). After "below the scale," add "qui est à quarante," i.e., "which is 40° below zero." (—58° Fahrenheit).

N.B.—The degrees of temperature are on Reaumur's scale, 24° R = 86° F; 28° R = 95° F; —20° R = —13° F.

longer, and in winter the cold grows more moderate than formerly. The climate is healthy; epidemical diseases are very rare; but, on account of the severe cold, cancerous sores in the face and hands are very frequent. The declination of the magnetic needle in Quebec is twelve degrees to the west.

There exists no incorporated municipality either at Montreal or Quebec. The police of these towns is managed by justices of the peace, who fix the price of provision, and direct every public measure relative to this subject. They also meet once a week for the administration of justice, and decide on petty offences.

As to charitable institutions, they consist in two hospitals, one at Montreal, the other at Quebec, and a lazaretto at the latter place. They are inconsiderable and badly managed, especially in regard to the abilities of the physicians who attend the sick.

Throughout all Canada there is no public library, except in Quebec, and this is small and consists mostly of French books. From the political sentiments of the trustees and directors of this library, it is a matter of astonishment, to find here the works of the French National Assembly. It is supported by voluntary contribution.

No literary society exists in Canada, and not [568] three men are known in the whole country to be engaged in scientific pursuits from love of the sciences. Excepting the Quebec almanack, not a single book is printed in Canada. Meteorological observations are made with peculiar care, but only for his own amusement, by Doctor KNOTT, physician to the army, and a man of extensive knowledge.

Provision is much cheaper in Lower Canada than in the United States; the price of beef is three or four *sous* a pound, mutton six, veal five, and salt pork from eight to twelve *sous*. A turkey costs from eighteen pence to two shillings, a fowl from six to eight *sous*, wheat from six to seven shillings a bushel, oats three, Indian corn from five to seven, salt one dollar a bushel, bread two *sous* a pound, and butter eight *sous* [money of Canada, reckoning the dollar at five shillings.] Day-labourers generally earn in summer two shillings and six-pence a day, women half that money; in winter the wages of the former are one shilling and three-pence a day, and the latter are paid in the same proportion as above. A

Page 567. "The police . . . is managed . . ."—"la police . . . est faite . . .," i.e., "the administration of municipal affairs is in the hands of . . ." "Provision"—"pain," i.e., "bread." "lazaretto"—"hotel-dieu."

Page 568. For "not a single book" read "hardly, etc." (Smith has made a note "North" opposite "Knott.") "Two shillings"—"deux schellings et demi," i.e., "two shillings and sixpence." The passage in parenthesis should follow "Salt, one dollar a bushel"—the French word translated bushel is not the usual "boisseau," but "minot"; the content is practically the same, as the French-Canadian "minot" is 36.34 litres. "Day labourers . . . two shillings and six pence . . .," "deux schellings six sous," i.e., "two shillings and three pence." "Autrefois, le sou etait la cent vingtième partie de ce qui s'appelait ici la piastre française, monnaie qui valait six francs." Clapin "Dictionnaire Canadien—Français, etc., C. O. Beauchemin & Fils, 256 rue Saint-Paul, Montreal." Sub voc "sou," p. 300. "in winter the wages . . . as above" "tout cela en été, l'hiver la

man-servant gets about five dollars a month. The rent for a good convenient house amounts in Quebec to one hundred and thirty dollars, and in Montreal to one hundred and fifty. The price of land has already been stated.

[569.] The markets, both of Montreal and Quebec, are but moderately supplied in comparison with the abundance in the markets of the large towns in the United States.

Mr. Guillemard in his journal assigns to the Canadians the same character, which I have above delineated. The first class, composed of proprietors, and people attached to the British government, detest the French Revolution in every point of view, and seem in this respect even to outdo the English ministry. The second class of Canadians, who form a sort of opposition against the proprietors and gentry, applaud the principles of the French Revolution, but abhor the crimes which it has occasioned, without their attachment to France being in the least impaired by these atrocities. The third, or last class love France and the French nation, without a thought of the French Revolution, of which they scarcely know anything at all.

Lord Dorchester bears the character of a worthy man, possessed of all the vanity of a darling of fortune. His Lady, who is much younger than her husband, and determined not to sacrifice any of the enjoyments which pride can afford, takes peculiar care to keep alive the vanity of her Lord.

* * * * *

[570.] The settlements form, as already mentioned, a large strip of about seven or eight miles in breadth on both banks of the river. The whole unsettled country appertains to the Crown, which is ever ready to make any grants that may be demanded; but the formalities and reservations connected with them, deter many people from making application for land. All the new settlers come from New England.

On both sides of the road which leads from St. John's to Quebec, near Lake St. Peter, and in the vicinity of the towns of Montreal and Quebec, are some Indian villages. One of them is Loretto, five miles from the latter place. The Indians of Loretto have attained, it is as-

moitié moins"—"these are the wages in summer, in winter they are a half less." "Convenient" is an interpolation.

Page 569. "proprietors"—"seigneurs." "darling of fortune"—"parvenu." The starred passage reads "Les prêtres sont en Canada, ce qu'ils sont presque par-tout; intrigans, bas, adorateurs et soutiens du pouvoir arbitraire, parce qu'il peut donner au clergé et étendre son influence et que, comme l'église, il ne permet ni réflexion ni raisonnement" "The priests are the same in Canada as almost everywhere, intriguing, despicable, worshippers and supporters of arbitrary power, because it is able to enrich the clergy and extend its influence, and because like the church it allows neither reflexion nor reasoning."

Page 570. "of about seven or eight miles"—"depuis un jusqu'à sept à huit milles," i.e., "from one to seven or eight miles." "All the new settlers" "le petit nombre de nouveaux settlers" "the small number of new settlers." "St. John's"—"Johnstown." "Loretto"—"Laurette."

serted, the last stage of civilization, at least in the point of corruptness of morals and manners. No other Indian village can, in this respect rival Loretto.*

These Indians, who on working-days dress like the Canadians, wear on feasts and Sundays their usual dress. They cultivate their fields in the same manner as the whites, live like them, and speak the same language; they are of the Roman [571] Catholic persuasion, and a curate resides in the village.

The settlements, which carry a more Indian appearance than this village, are farther distant, and not numerous. On descending the River St. Lawrence you meet with a more slaty soil, and in the vicinity of Thousand Islands with a range of rocks of granite. These isles apparently consist of granite of a reddish colour, well crystallized, and the chief component part of which is feldtspar. In Kadanoghqui, between Kingston and Thousand Islands, a species of steatite is found, considerable veins of which are said to be discovered in the neighbourhood. The reddish granite of Thousand Islands is interspersed with more perfect granite of a larger grain, which is very common in countries consisting of this sort of stone, such as the Alps, the Scotch Highlands, and others of less moment, but of the same description.

The rapidity, with which Mr. Guillemard descended the River St. Lawrence, prevented him from examining the species of stone of which its banks are formed. But at Montreal he had sufficient leisure to enquire into the mineralogy of the country. It consists, north of the River St. Lawrence, chiefly of lime-stone; in the south, where the little populous village La Prairie is [572] situated, you find, besides, a sort of chert, nothing very remarkable on this head.

The Island of St. Helena, a little below Montreal, consists of this stone. On the banks of the river large masses of granite, quartz, and pudding-stone are found, which seem disjoined from the beds to which they formerly belonged, and which cannot now be discovered. The soil on the mountains is rich and fertile, and full of quarries of lime-stone. Mines of pit-coal are said to have been discovered in these mountains.

The houses in Montreal are mostly built of lime-stone of a dark colour and very compact structure. It whitens in the fire, and assumes a greyish colour, when exposed to the air and sun.

*Loretto, a small village of Christian Indians of the Huron Tribe, north-west of Quebec, has its name from a chapel built after the model of the Santa Casa at Loretto in Italy, whence an image of the Holy Virgin has been sent to the converts here, resembling that in the famous Italian sanctuary.—*Translator*.

Page 570. "their usual dress"—"leur habit original," i.e., "their national dress."

Page 571. "carry a more Indian appearance" "un peu plus réellement Indiens" "a little more truly Indian." "little populous" is an interpolation.

Page 572. "you find . . . head" "il n'y a guères que des puddings qui ressemblent beaucoup à cette espèce de roc quartz eux, connu en Angleterre sous le nom de chert"—"there are only a few" puddings "which closely resemble that form of quartz rock known in England as chert."

The river Sorrel, after having left the basin by Chamblee, flows along the foot of a broad and high range of mountains, called Beloeil. Between this river and the river St. Lawrence expands a vast plain, on which neither a rock nor stone is to be found. On digging up the ground you find to a considerable depth strata of different sorts of earth, sand, clay, vegetable earth, and in many places another kind of black vegetative earth, which bears a close resemblance to peat.

The summit of the mountain Beloeil consists of granite of a dark grey colour and a strong [573] grain. It contains little mica, but much schoerl. The declivity on both sides of the summit consists of slate of a very compact texture; some pieces resemble basalt in shape and grain.

On descending the Sorrel, you see not a single rock, and the banks of this river, which the English at present call William Henry, consist of a fine micaceous loam.

If you cross St. Peter's Lake on your way to the Trois Rivières, the ground rises in a striking manner in the form of terraces; but no rocks meet your view. The sandy banks of the Trois Rivières bespeak a poor soil, exhausted by cultivation, and deprived of the vegetable earth. Marl of a blueish colour has fortunately been discovered under the sand, which has much contributed to restore the fertility of the ground. This marl is of a fine grain, very compact and light; it lies above the level of the stream below the town of Trois Rivières.

A few miles thence, farther on in the country, are the only iron works in Canada; the ore is found in several places in the neighbourhood. It is bog-ore and said to yield very good iron.

Lime-stone is found as far as Quebec; its farther extent is not known. It is of various forms and qualities; in some places very hard and compact; in others in the state of calcareous spar. [574.] The colour passes, by imperfect shades, from reddish light brown to a dark blue, approaching to black.

South of the river St. Lawrence, near the bason-falls, lime-stone is still found; but the ground consists chiefly of strata of a black, clayey slate, of a fine grain, interspersed with beds of lime-stone. The conglomerations, which form the banks of the river, are of the same nature

Page 572. "Sorrel"—"Sorel." "Chamblee"—"Chambly" "nor stone"—"presqu'aucune pierre," i.e., "hardly a stone." "vegetative"—"végétale," i.e., "vegetable." "strong grain"—"à gros grains," i.e., "with large grains."

Page 573. "Schoerl"—"schorl noir," i.e., "black schorl" (black tourmaline). "slate"—"d'un schiste gris noir, et très-compact," i.e., "schist, black-gray and very compact." "Fine micaceous loam"—"Frieic micaceous loam," the first word a misprint. "Above the level of the stream"—"à la surface de la terre," i.e., "on the surface of the earth."

Page 574. "approaching to black"—"et même noir," i.e., "and even black." "bason falls"—"la chute de chaudière," i.e., "the Chaudière Falls." "still found," read "again found." After "lime-stone" (where first occurring on this page) add "Il y a dans ces lits beaucoup d'une matière rouge, tendre, argilleuse," i.e., "In these beds (of limestone) is to be found much of a red, friable, clayey substance."

as the adjoining strata, intermixed with different sorts of schoerl and granite, which must have been washed to this spot from more elevated parts of the country.

The rock, on which stands the citadel of Quebec, is called the Diamond-rock, on account of several of its fissures and cavities containing spars, which by ignorant people are esteemed precious stones. This rock consists chiefly of strata of limestone, which is in general very compact, and a dark-grey colour.

Over the plain lying farther up the country, called Abram's plain, lime-stone and large masses of granite are scattered, which are peculiarly remarkable on account of the great quantity of schoerl they contain. Near the river you find various sorts of pebbles, free-stone, granite, quartz, with some slate and lime-stone.

In Wolfslove the strata of stone consist of a [575] black slate, forming an obtuse angle with the horizon. In the vicinity of Quebec most of these layers have a more perpendicular direction towards the surface of the earth, than in more western countries. The high mountains north-east of Quebec are said to consist of granite. Mr. Guillemard has not seen them; near the falls of Montmorency and somewhat farther up, the strata consist of lime-stone, and their direction runs nearly parallel with the horizon.

Accounts of the Fur-trade, extracted from the journal of Count Andriani, of Milan, who travelled in the interior parts of America in the year 1791.

The most important places for the fur-trade are the following, viz.:—

Niagara, Lake Ontario, Détroit, Lake Erie, Michillimakkinak, Lake Huron, yielding 1,200 bundles mixed peltry.

Michipicoton	40	bundles fine peltry.
Pic	30	ditto.
Alampicon	24	ditto.
Near the great carrying-place or portage ..	1400	ditto.
Bottom of the lake	20	ditto.
[576] Point of the lake.....	20	ditto.
Bay of Guivaranun	15	ditto.

Page 574. "spars"—"des crystaux de quartz," i.e., "quartz-crystals."
"Lying farther up the country"—"audessus," i.e., "above." "Abram's plain"—"la plaine d'Abraham." "In Wolfslove"—"A Wolfslove," misprint for "Wolf's Cove."
Page 575. "More Western countries"—"les pays plus à l'ouest," i.e., "the parts further west." "Near the great carrying-place or portage"—"Grand portage." "Bottom of the lake"—"Fond du lac."
Page 576. "Point of the lake"—"La Pointe." "Guivaranum"—"Gulovanan."

The skins of beavers, otters, martens, and wild cats, are called fine peltry.

Mixed peltry are furs, consisting of a mixture of the finer sorts with a larger number of skins of wolves, foxes, buffaloes, deers, bears.

The finest peltry is collected north-west of the lakes in the British dominions; the furs grow coarser in proportion as you approach nearer the lakes.

This fur-trade is carried on by a company, known by the name of the *North-west Company*, and two or three other small companies.

The north-west company, which is generally esteemed a privileged company, has no charter; for the preponderance, which it enjoys in this trade, it is merely indebted to the large capital, which it employs in the trade, to the unanimity of the members, to their unwearied exertion, and to the monopoly, which the company has appropriated to itself in consequence of the above circumstances.

Its formation took place in the year 1782, and originated from the commercial operations of some eminent merchants, who used to carry on the trade in the country, situated beyond Lake [577] Winnipeg, and especially Messrs. FORBISHER and MACTARISH, who reside at Montreal. The signal success, which this company met with, soon excited the jealousy of other merchants, and ere long three different companies made their appearance at the great carrying-place, and rivalled each other in the purchase of furs with a degree of emulation, which could not but prove highly detrimental to themselves and advantageous to the Indians. The north-west company, being more opulent than the rest, made use of its wealth to ruin its competitors; no stone was left unturned; the agents of the company's rivals were bribed and seduced; and the animosity between the different traders rose to such a height, that they frequently proceeded to blows. This petty warfare, which cost several lives and large sums of money, at length opened the eyes of the rival companies. They became sensible of the necessity of uniting in one body, and the north-west company, essentially interested in preventing any further molestation of this trade, made several sacrifices, to attain this end. They formed a connection with different members of the other companies, admitted other merchants to a share in their trade and thus secured their extensive commerce with the country situated [578] north-west of the lakes, the only spot where fine peltry can be had in abundance.

Several thousands of Indians formerly conveyed their furs to the great carrying-place. But at present the company send their agents a thousand miles into the interior parts of the Indian possessions. It

Page 576. After "bears," add "etc." "Charter"—"privilege." "Commercial operations"—i.e., *réunion*," i.e., "union."

Page 577. "Mactarish"—"Mactavish." (This mistake is made several times later as well as here and above.) "Great carrying-place"—"Grand portage."

frequently happens, that these agents continue there two years, before they return with the peltry, they have purchased, to the great carrying place.

The company employ about two thousand men in carrying on this traffic in the interior of the Indian country, which is, however, so extremely barren, that whatever articles these agents stand in need of either for their clothing or subsistence, must be sent thither from Montreal with considerable difficulties and trouble, and, of consequence, at an excessive price.

Near the great carrying-place, where all these agents meet, and which is the central point of this trade, stands a fort, which is kept in good repair, and garrisoned with fifty men.

The post of Michillimakkinak is the rallying point of the different Canadian merchants, who do not belong to the north-west company. Their agents traffic only with such parts, as are seated west and south-west of the lakes, and where the [579] furs are of an inferior quality. They carry on this trade in the same manner as the north-west company, but as these small companies are less opulent than the former, their agents penetrate not so far into the interior of the country, as those of the north-west company.

The agents set out from Montreal in the month of June, and are six weeks going to the fort near the great carrying-place. They embark at Montreal in boats, forming parties of eight or ten persons, proceed on the river St. Lawrence from China to the Lake of the Two Mountains; descend the river Utacoha; cross Lake Nipissing; pass by the French River into Lake Huron; proceed to Fort Michillimakkinak; and thence to the great carrying-place.

This way is shorter by a hundred miles than by the lakes, but you meet with thirty-six carrying places, several of which lie across rocks, over which the boats as well as the cargoes must be carried on the backs of the passengers, and that with great precaution, on account of the narrowness of the roads. The boats are but of four tons burthen; they are navigated by nine men, cost twenty-eight Louis d'or each, and serve but for one voyage.

The ships employed in the passage across the lakes, are from one hundred and twenty to one [580] hundred and thirty tons burthen. Flat bottomed vessels of fifteen tons are also made use of for this purpose, which are easily managed by four or five men, and are very durable.

Page 579. "Agents set out, etc."—"expéditions." "Six weeks," prefix "about." After "great carrying place" (i.e., Grand Portage), add "Il faut quelques jours de moins pour arriver à celui de Michilimackinack," i.e., "It takes a few days less to get to Michilimackinack." "Eight or ten persons," "persons" is an interpolation, the reference is to the number of canoes (boats) not of voyageurs. "China"—"la Chine," i.e., "Lachine." "descend"—"remontant," i.e., "ascend." "Cross Lake Nipissing"—"par elle au lac Nipissin," i.e., "by this (viz., the river Ottawa or Utawa, misprinted Utacoha) to Lake Nipissing."

Notwithstanding the advantages, offered by this passage, the former route is preferred for the fur-trade, because, although it is attended with much trouble, yet it admits of the day of departure as well as the arrival being fixed with certainty and exactness, which point, on account of the wind, cannot be attained on passing over the lakes, and yet is of the utmost importance for the Canada merchants, as they must neither miss the period of receiving the furs from the interior of the Indian territory, nor that of expediting them for Europe; the navigation of the river St. Lawrence not being open for a long time.

About the end of June the agents of the company, sent into the interior to trade with the Indians, cause the articles purchased to be transported to their place of rendezvous.

At this time upwards of one thousand men are frequently assembled in Michillimackinak, who either arrive from Canada to receive the peltry, or are agents of the company and Indians, who assist the former in conveying thither the furs they have bought.

[581.] As the trade of the north-west company is far more important, than that of the other traders, the number of people, assembled in the fort near the great carrying-place is of consequence far more considerable at the time of the delivery of the skins; in this place there is frequently a concourse of one thousand people and upwards.

The method, observed by the agents in their traffic with the Indians, is this, that they begin with intoxicating them with rum, to over-reach them with more facility in the intended business. The agents carry on this traffic in those villages only, where there are no other merchants.

It is a circumstance, worthy of notice, that an ancient French law, enacted at the time, when Canada belonged to France, prohibits any rum to be sold to the Indians by the agents on pain of the galleys. Hence originates the custom, still observed at this day, of giving it away; yet this is not done without exception, for many agents sell their rum.

The one thousand four hundred bundles of fine peltry, from the great carrying-place, which according to the price, paid to the petty traders in Montreal, who collect them in small numbers, are valued at forty pounds sterling each, and which by the company are sent to London, fetch there eighty-eight thousand pounds sterling. They form [582] about a moiety of all the fine peltry, yearly exported from Canada, without taking into the account the furs sent from Labrador, from the Bay of Chaleurs and Gaspé or Gachepe.

For these one thousand four hundred bundles the north-west company pay about sixteen thousand pounds sterling, and for the proceeds thereof such articles are purchased in England, as the Indians are fond of receiving in exchange for their peltry, and the chief store-house of

Page 580. "expediting them for Europe" "*leur expédition en Europe*" "*their despatch for Europe.*"

Page 581. "one thousand people"—"*deux milles,*" i.e., "two thousand."

Page 582. "Gaspé or Gachepe"—"*Gaspy.*"

which is at Montreal. As the accounts relative to this trade are generally kept in Canada in French money, the above sixteen thousand pounds sterling must be computed in the same manner, as this actually has been done by Count Andriani in his journal.

1. Commodities purchased in England	<i>liv.</i> 354,000
2. Pay for forty guides, interpreters, and conductors of the expedition*	88,000
3. Pay for one thousand one hundred men, who are em- ployed in the [583] traffic in the interior of the country, and who pass the winter there, without re- turning to Montreal, one thousand eight hundred livres for each	1,980,000
4. Pay for one thousand four hundred men, employed in descending the river with the boats from the great portage to Montreal, and ascending it from this place thither, and transporting the merchan- dize	350,000
5. Price of the provision, consumed on the passage from Montreal to the great carrying-place, and at the latter place, upon an average per year	4,000
<hr/>	
Total amount of all the expence, incurred by the company for one thousand four hundred bundles fine peltry	<i>liv.</i> 2,776,000

On comparing the eight-eight thousand pounds sterling, which the sale of these furs produces in London, with these two millions seven hundred and seventy-six thousand livres, it should [584] seem that the company sustains a loss of six hundred thousand livres Tournois. But this loss is merely apparent, as will be obvious from the following statement.

The pay of the men, employed in the trade as mentioned in the above account is merely nominal; for excepting the forty guides and one thousand four hundred men, who are employed in ascending and descending the river with the boats, who receive half their wages in cash, all the rest are paid entirely in merchandize, which at the great carrying-place yields a profit of fifty per cent.

*Every boat's company, consisting of eight or ten persons, has a guide; there is also a chief guide in every harbour, where they winter. They are all inhabitants of Canada, and receive each two thousand five hundred livres.—*Author.* (This is wrongly translated—the French reads “chaque équipage de huit à dix canots a un guide . . .” i.e., “Each flotilla of eight to ten canoes, has a guide . . .”)

Page 582. After “Montreal,” add “et pour le prix de leur transport d'Angleterre à Montreal,” i.e., “and for the cost of transporting them from England to Montreal.” NOTE.—“inhabitants of Canada”—“Canadiens,” i.e., “(French) Canadians.”

Page 584. “one thousand four hundred men”—“400 hommes,” i.e., “400 men.”

The merchandize, imported on behalf of this trade to the above amount of three hundred and fifty-four thousand livres, consists of woollen blankets, coarse cloths, thread and worsted ribbands of different colours, vermilion, porcelain bracelets, silver trinkets, firelocks, shot, gunpowder, and especially rum. In fort Détroit these articles are sold for three times their usual value in Montreal, in Fort Michillimackinac four times dearer, at the great carrying-place eight times, at Lake Winnipeg sixteen times; nay the agents fix the price still higher at their will and pleasure.

As the men, employed in this trade, are paid in merchandize, which the company sells with an enormous profit, it is obvious at how cheap a [585] rate these people are paid. They purchase of the company every article, they want; it keeps with them an open account, and as they all winter in the interior of the country and beyond lake Winnipeg, they pay, of consequence, excessively dear for the blankets, and the clothes, which they bring with them for their wives. These servants of the company are in general extravagant, given to drinking and excess; and these are exactly the people whom the company wants. The speculation on the excesses of these people is carried so far, that if one of them happened to lead a regular, sober life, he is burthened with the most laborious work, until by continual ill-treatment he is driven to drunkenness and debauchery, which vices cause the rum, blankets and trinkets to be sold to greater advantage. In 1791, nine hundred of these menial servants owed the company more than the amount of ten or fifteen years pay.

This is in a few words the system of the company, at the head of which are Messrs. Forbisher and Mactarish, who possess twenty-four shares of the forty-six, of which the company consists. The rest, divided into smaller portions, are distributed among other merchants in Montreal, who either transact business with the company [586] or otherwise do not concern themselves in their affairs.

The north-west company is to subsist six years; at the expiration of which time the dividends are to be paid to the share-holders; until that time they remain with the capital.

Page 584. "dearer," omit. "great carrying-place," "au grand portage." "Winnipeg"—"Winnipey." "Nay, the agents fix the price still higher"—"et plus haut le prix en est fixé arbitrairement par les chefs traitans," i.e., "And further up the price is fixed at their will and pleasure by the chief traders."

Page 585. Before "beyond lake Winnipeg" read "generally." After "excessively dear" add "le rhum qu'ils boivent," i.e., "for the rum they drink" "the clothes which they bring with them for their wives" "les draps qu'ils donnent à leurs femmes, etc., etc." "the cloth which they give to their wives, etc., etc." "Menial servants"—"employés"—occurring twice. "Mactarish"—"Mactavish."

Total amount of the Fur-trade.

The whole amount of the peltry, which the north-west company receives from the great carrying-place and exports from Canada, is estimated at	£88,000
From the Bay of Chaleurs, Gaspe, and Labrador	60,000
From different places in the interior, with which the trade is carried on by a certain number of merchants, who have associated in Michillimakkinak	60,000
Total	£208,000

That branch of this extensive trade, which is carried on by small companies in such parts, as are situated below the lakes, is likely soon to fall into the hands of merchants in the United States, as the free navigation of the Mississippi, stipulated [587] in the treaty with Spain, opens a more expeditious, a safer and less expensive outlet for those commodities, and a more easy importation by New Orleans to all the marts of the United States.

Amount of the Merchandize, exported from the Province of Canada in the Year 1786.

Rye, 103,824 bushels, valued at	£20,764	0	0
Flour, 10,476 bushels	12,571	0	0
Biscuit, 9,317 hundred-weight	6,056	0	0
Flax-seed, 10,171 bushels	2,034	4	0
Oats, 4,015 bushels	516	0	0
Pease, 304 bushels	62	16	0
Timber	706	0	0
Masts, staves, planks, shingles	3,262	0	0
Potashes	1,724	0	0
Maiden hair (adanthum capillus veneris, Linn.)	186	0	0
Horses, sixty-seven	670	0	0
Cast iron	1,200	0	0
Spruce-essence for beer	211	0	0
Shook casks	516	0	0
Banala, 1984 hundred-weight	1,289	8	0

Page 586. The pounds named on this page are "sterling." "Gaspe"—"Gaspy." "who have associated in M." "dont le point de réunion est M," i.e., "whose place of meeting is M."

Page 587. After "the United States" add "Il est à présumer encore que quelques marchands américains se mêleront aussi du commerce de pelleteries fines, et leur donneront une direction vers le sud beaucoup moins dispendieuse pour quelques-uns des points où l'on peut les obtenir que le débouché de Montréal par les lacs. Le tems et les succès des premières tentatives pourront seuls faire connaître de quel profit sous ce rapport l'Amérique pourra priver l'Angleterre," i.e., "It is to be expected that some of the American merchants will take a hand in the fine fur trade and give these finer furs a direction to the south; this would be much less expensive for some of the points where such furs can be procured than by way of Montreal and the lakes. Only time and

Salmon	759	0	0
Potatoes	55	6	0
Smoaked salmon	68	15	0
[588] Onions	300	0	0
Pork	376	0	0
Beef	210	0	0
Train oil	3,700	0	0
Salt fish and peltry from Labrador, from the Bay of Chaleurs and Gaspé, according to the list transmitted by Governor Coxe	60,000	0	0
Amount of the peltry which comes from the great lakes, from the factories of the north-west company, and other places, according to the under-mentioned detail	225,977	0	0
Sum total	£343,214	9	0

being the amount entered in the customs-house books of Canada.

*A detailed Account of the different sorts of Peltry, exported from
Canada in the Year 1786.*

	6,213	foxes skins.
	116,623	beavers.
	23,684	otters.
	5,959	minks.
	3,958	weasels.
	17,713	bears.
[589.]	1,659	young bears.
	126,079	dear skins in the hair.
	202,719	castors.
	10,854	racoons.
	2,277	wild cat-skins, loose.
	3,702	ditto in bundles.
	7,555	elk.
	12,923	wolves.
	506	whelps.
	64	tygers.
	15,007	seal-skins.
	480	squirrel.

the success of the first attempts can show of what profit in this respect America can deprive England."

Before the table read "Une livre sterling est de 20 schellings, cinq schellings font une piastre forte ou dollar," i.e., "one pound sterling is 20 shillings; five shillings make a "piastre forte, or a dollar"—a clear mistake, 5s. currency made a dollar.

"Cast-iron"—"Ginseng."

"Rye"—"Froment" i.e., "wheat" "(adanthum capillus veneris, Linn.)" is an interpolation. "shook casks"—"shook casles," a misprint.

Page 588. "Train-oil"—"Huile de poisson," i.e., "fish oil." Train-oil is "huile de baleine."

"Weasels"—"(Fisher)."

Page 589. "Castors"—"chats musqués," i.e., "muskrats." "Whelps"—"jeunes loups," i.e., "young wolves."

Although a variety of circumstances, incident to the chase, occasioned by the weather, or originating in the sentiments of the Indians, cannot but produce variations in regard to the quantities of peltry yearly received, yet the results of the years 1787, 1788, 1789, 1790, and 1791, nearly correspond with those of 1786; a circumstance, which as it happens in regard to a trade, that extends from Labrador to a distance of three or four hundred miles from Lake Superior, is very remarkable.

[590.] *Account of the Merchandize, imported into Canada in the said Year 1786, extracted from the Custom-house Books.*

	(Sterling)
Rum	£63,032
Brandy	225
Molasses	21,380
Coffee	2,065
Sugar	5,269
Spanish wine	31,288
Tobacco	1,316
Salt	2,912
Chocolate	129
Sum total	£127,616
	(Sterling).

An exact account of the value of piece-goods has not yet been made out in a regular manner; but in pursuance of an order of Lord Dorchester, the sum total of the value of all imports was by the merchants, upon a four years average, determined in the following manner, viz.:—

Amount of the above sum	£127,616	0	0
Merchandize for Quebec	99,700	0	0
Ditto for Montreal	97,800	0	0
Amount total of Imports	£325,116	0	0
Amount total of Exports	343,214	9	0
Balance in favour of Canada	£18,098	9	0

[591] To the above imports is to be added the value of six thousand seven hundred and nine barrels of salt pork, and of one thousand seven hundred and fifty-four firkins of butter, of about fifty or sixty pounds each, for the use of the military.

The imports in the following years 1787, 1788, 1789, 1790, and 1791, were nearly of the same value, with a difference of about five or six thousand pounds sterling, more or less.

Page 589. "miles"—"lieues," i.e., "leagues."

Page 590. "in the following manner" read "with the following result."

Page 591. "one thousand seven hundred and fifty-four"—"1574." "and 1791" is an interpolation.

At the close of this short account of the trade of Canada I shall here repeat once more, that it is a faithful extract of the journal of Count Andriani, of which a friend of his, to whom he had communicated it, permitted me to make use. The abilities and character of Count Andriani, as well as the facility, with which he was able to make his researches pursuant to the direction of the British government, inspire great confidence in the exactness of the information, which he has collected. I have not been able myself to substantiate the veracity of his accounts; and besides it is easily understood, that since the time, when he wrote, some alterations may have taken place, in point both of the quality and the value of the exports and imports.

Page 591. "quality"—"quantités," i.e., "quantities." (Smith has interlined the word "quantity" before "quality.")



DAVID WILLIAM SMITH.
(Anglo-Canadian)

*From the John Ross Robertson
Historical Collection, Toronto.*

NOTES UPON MR. DE LIANCOURT'S TRAVELS IN UPPER CANADA,

BY AN
ANGLO-CANADIAN*

D'Israeli, in his "Curiosities of Literature," informs us, that "besides the ordinary errors, or *Errata*, which happen in printing a work, there are others, which are purposely committed, that the errata may contain what is not permitted to appear in the body of the work."

In these notes which are intended as *Errata* to the Duke's travels in Upper Canada, we shall dwell very little on the ordinary errors of the printing, of which, however, there are a competent Quantity—not only in the Typography, but in the Orthography of the work—we shall not enlarge much on the descriptive and topographical Errors of the writer—but we shall principally observe on the Errors which have been purposely committed—that our errata may contain a refutation of the falsehoods with which the work abounds, and exhibit to the world truths which this Emigrée would not permit to appear in the body of his Travels—Truths, that we hope will induce, whoever may print the next Edition of this Frenchman's Book, to interlard them with his Calumny, and by their mixture, lessen the detraction, so infamously aimed at private Character, tending to undermine all Confidence and threatening to pervert the Springs of Hospitality—for who will dare to receive the Traveller, and Stranger, and the needy, if urbanity is to be repaid by the disclosure of all private conversation, and all the unreserved interchanges of Society twisted, coloured, garbled and distorted, into ten thousand shapes, to answer ulterior purposes! Few men can retain a mass of private conversation sufficiently accurate to carry the same, through the festivity of an entertainment to their chamber, and there by cursory memoranda, to make faultless notes, to be the groundwork of a book, which is to describe the Continent of North America.

But Mr. de Liancourt's publication has a more expanded object. He not only endeavours to blacken the reputation of the King's officers in Canada, but he wishes to disseminate a belief among his Majesty's subjects in that Province, that its natural interests are incongruous with those of the Mother Country, and that they will not long be a member of this great Empire. But God grant that his prediction may be as false as it has been in regard to the transactions which have so recently taken place in his own Country.

*David W. Smith.

The Translator in his Preface to the travels of the Duke de la Rochefoucault-Liancourt is certainly mistaken when he asserts that "Britons and Americans now think of each other only as brethren," and that the Duke "communicates nothing but what is plainly of the highest authority."

This, of course, he takes from Monsr. de la Rochefoucault's own assertion, in his Dedication to his Aunt, wherein he says, "he has done everything in his power to insert nothing but what is authentic" and "that he has sought after truth by every means in his power."

In running over the Catalogue of this traveller's good Qualities, the translator calls him "one of the most amiable and most virtuous of all the french Nobility," but if Gratitude is any integral part of Virtue, the misnomer is great indeed, for want of Truth and want of Gratitude are characteristics properly applicable to this Frenchman, not that they are to be discovered by the Reader of his book in England; but he is known to deserve them by a person intimately acquainted with his visit to Upper Canada.

There is a great inconsistency in the Duke's Character, and probably the real object of his visit to America is not yet known—he tells you he "fled from the Poignard" of the revolution in France; and yet while safe, in another Country, he descends to dedicate his work to his Aunt as "Citizeness" La Rochefoucault D'Enville and "shrinks in agony from the Exultations with which british officers tell him of the ruin of the naval force of republican France."

The Translator informs us that "he visited the Lakes, the Bays, the Creeks, the points of the Influx of the navigable Rivers into the Sea, and those beyond which navigation cannot ascend towards their springs, etc., etc."

Now so far as Upper Canada is concerned his personal knowledge was confined there to a journey of thirty-six miles on the side of Niagara River, from Fort Erie to Navyhall, at the Emboucheur thereof; and from thence to Kingston across Lake Ontario, the smallest of the five Lakes which empty themselves by the St. Lawrence.

The Duke tells you that "General Simcoe, the Governor of Upper Canada, was informed of his journey to that Province by Mr. Hammond, the English Ambassador to the United States," and that the Commandant of Fort Erie, where he entered the Province, "was directed to show his (and his party) every civility in his power," which he accordingly did! and yet his Translator acknowledges, that "whenever the views, the interests, and the public servants of the British Government come to be mentioned, the Duke usually speaks the language of a foreigner and a foe!" so much so that in some places "it has been found expedient to insert initials for proper names and to substitute asterisks for sentiments."

And further he admits, that his author "tells all that he could learn, without being restrained, even by considerations of personal delicacy, or the secrecy of honour from making public several things

which were certainly not intended to be thus proclaimed to all Europe by those who communicated them to him."

The liberal compilers of the *Monthly Review*, make this remark upon the Duke: "We cannot refrain from observing that the author has taken the most indecent liberties with private characters. In numerous instances he has retailed the little scandal and evil reports which neighbours are said to have whispered of each other; some of those stories which he calls ludicrous are incredible and foolish; and even little familiarities of Courtship, with a modest young woman, are related with the same wantonness."

His mention of persons is frequently divested of delicacy and discretion; and he appears to be but little restrained by the dictates of charity."

"The Cool Levity with which Individuals are treated by him is, perhaps, without parallel among writers who have pretended any regard for the character of others, or for their own."

"A considerable portion of his communications respecting Canada, consists in relations of what passed in private Conversation. Whether the representations of M. de Liancourt be correct or otherwise it is not our Province to enquire: but it is painful to us, to behold an instance of a man of high rank and liberal Education so abusing the general confidence observed not only among Gentlemen, but among all ranks of people, as to treasure up for general Circulation whatever might be uttered in the unsuspecting intercourse of retired society."

The Duke, indeed had small means and very few opportunities of procuring information, except what he picked up at private Tables, and that he has not only disclosed abundantly, but has twisted, turned, garbled and perverted, to suit his own purpose. The great kindness shown to him by Governor Simcoe has been ungratefully returned, and fastidiously acknowledged; he lived with his Excellency near eighteen days, during which time he never was three miles from the General's Residence,* the remainder of the time he was in Upper Canada, which was but short, he was entertained by the Officers of the 5th Regt. of foot, commanding at the Posts of Fort Erie, Fort Chippewa and Niagara, and was probably not more than a mile from any of their respective garrisons: the world, therefore, may easily judge of the scope he had for personal observation; and as to Lower Canada, which he touches upon in 50 pages, at the latter end of the 1st vol., he never was within 150 miles of that Province. Lord Dorchester having refused to permit Mr. de Liancourt to descend the St. Lawrence; and for many reasons it was just as well he did not.

But to be more in detail, Mr. de Liancourt surely means to be sarcastic when he calls a small armed vessel on the lakes [381] an English frigate!—and a Captain commanding a company at a small [382] post a Governor!—the fort of which he represents as surrounded

*Excepting one Tour of four days, along the banks of Lake Ontario, in a bark Canoe, with the Governor, in order to see the interior Country!

with tottering Palisadoes, and by way of affording great information to the non-military part of his Readers, the Duke tells you that the duty of the soldiers, who form the Garrison of Fort Erie, consists in standing [383] sentries, etc.

[384] Yes, Translator, the 15 shillings per trip for 5 men taking a batteaux from Fort Chippewa to Fort Erie is in addition to their pay as Soldiers; and the Duke should have said it was for conveying "military stores" and not "goods" destined for Detroit.

By way of further information, he says, the Soldiers have a Garden where they cultivate Vegetables. The Duke is not correct in the items he gives as composing a ration of Provisions, nor in the sum paid for them. [385] His assertions, too, relative to the tour of duty taken by each Regiment, etc., is altogether hypothetical.

[386] The Schooners and other armed vessels in Lake Erie, he is pleased to call Yachts.

A great deal may be collected from the following passage, speaking of the "french" Canadians, who are hired as boatmen, between Forts Erie and Chippewa. "The Canadians no sooner learned that we were Frenchmen than they expressed to us a satisfaction, attachment, and respect, repeated demonstrations of which, our peculiar situation obliged us to avoid."

Why should *any* man whose pursuits are just and honorable avoid the receiving of that respect which is his due? Was the Duke afraid that the homage of these voyageurs might prevent his being admitted into Lower Canada?

[387] His Comparison of the paper money of France with that of Upper Canada is not a good one—everyone knows the depreciation of the one; and the other has never yet been below its value. Previous to the Province being organized into a civil government of itself, the Commandants of the posts took Securities from persons issuing paper money and appointed a check [qu. clerk?] to countersign the notes, that the Quantity for which Security was given should not be exceeded. Since the formation of the Government hard Dollars have been circulated in abundance, and the Receiver-General has sometimes made payments of silver in wheelbarrows!

[388.] When Major Pratt insisted on sending the Duke in one of his boats, attended by an officer, and manned with 6 soldiers, to Fort Chippewa, he requites that officer's hospitality and civility, by saying this act of kindness bore the appearance of scorn, more than politeness.

And how much unlike a french Nobleman, of the [394] Court of Louis XVI is Mr. de Liancourt, when he condescends to take off "Poor Lieutenant Faulkner" for addressing him as "his Highness," and observing how dull he was untill some glasses of wine had cheered up his spirits.

[400.] The Duke makes some misnomer in talking of the lands from Chippeway to "New York."

[405.] And he very much mistakes the real state of things when he says that though the Canadas have a representative form of government, yet all the springs of the political machine are in the hands of the Governor-General!

The best refutation to this assertion is that the Government have not the power or influence to return one member to the House of Assembly of either Province.

[408.] The Legislature have nothing to do with the allotment of Lands, they belong to the Crown, and are granted by the Governor-in-Council.

The Representatives, or Commons House of Assembly, are elected for four years only—not for seven. No titles of honour have yet been connected with a seat in the Legislative Council.

[411.] The River La Tranche, or Thames, is not near the Miami River; and for the Great River the Duke probably means the Grand River.

[417.] The Justices of the Peace in their individual Capacities as Magistrates, had no power to grant lands, but certain Boards which were appointed for the purpose, and of which the Justices were, many of them, members, had the power of recommending for 200 acres, that being the smallest quantity of Land granted for a farm.

[423.] The Duke very much misrepresents when he says the property in these lands is sooner or later transferred according to the will and pleasure of the Council; and that the money expended in their improvement has been spent for the benefit of the Crown. The Government have taken every pains to ascertain the person legally entitled to the right promised by the original ticket of occupation; and have issued Grants under the Great Seal to them.

[424.] Mr. de Liancourt has enlarged very illiberally on this false statement, as no order of Council was ever revoked where the necessary Improvement was made within the prescribed time, or unless some trick was attempted on the Government, in the true spirit of American Land-jobbing.

[427.] The principal Merchants who were settled in Detroit did remove from the American to the British side when the american posts were given up.

[405.] The Duke tells you he employed his long residence in Niagara to acquire some knowledge of the Country! the attainment of which was greatly facilitated by the “generous openness of Governor Simcoe,” and having obtained by this generous openness all the General’s private plans and sentiments, in the confidence of one Gentleman, to another, he embellishes them to his own fancy, and publishes them to the world; wishing to impress his Readers with a [429] belief that this good and pious officer had assisted the Indians and instigated them to make war against the Americans! And he reproaches the General for acts done in America during the Rebellion; in his military capacity; in the Service of his King and Country! and accuses him of a thirst to be revenged on the separated States.

The flimsey excuse for this disclosure is that the General had communicated these projects to other Persons. If an ardent and passionate desire to serve one's Country; if humanity blended with unlimited Courage; if great conceptions to promote honorably the Interests of Great Britain can be called revengeful and bloodthirsty, then General Simcoe may deserve the animadversions of this Frenchman, but the friends of that lamented officer, who died in the Service of his Country, will never allow his memory to be traduced by a Cowardly fugitive, who has since (it is said) made his peace with Buonaparte: for, had the french Nobility manfully stood by their King and their Estates, the convulsions of France might have been lessened, if not prevented.

[430.] The Duke then conjectures on the possibility of England being long able to retain Canada—if he be alive, let him read the accounts of the glorious struggles they have made to retain it in 1812 and 1813, in conjunction with the exertions of its loyal Inhabitants.

[431.] In speaking of Mrs. Simcoe, Monsr. de Liancourt forgets all his polite gallantry as a frenchman of fashion, he loses all the dignity of a nobleman, and he clearly shows how ignorant he is of the kind and amiable reciprocity which exists between man and wife in this blessed land of freedom and happiness! Was it well done of the Cidevant Duke de La Rochefoucault-Liancourt, (while he was fostered by an English Governor, in a country where he was received with as much attention as if he had then actually enjoyed his honours and his property), to publish to the world that this Exemplary Lady performed the duties of a wife with so much scrupulous exactness as to act the part of a private Secretary to her husband?

Was she thus to be metamorphosed into a clerk because she sometimes copied her husband's confidential dispatches?

Eye, sir! you should have respected the Ladies delicate feelings; altho' you had none such for her Lord! But Mrs. Simcoe is well known to all who loved and followed the General's fortunes, and no reflections on her conduct, whether powerful or puerile, can shake their attachment to the relict of their friend, or induce the world to believe or form any opinion on the Duke's assertion, except that of ill nature and ingratitude in his own breast!

[431.] Note.—When Mr. Philips was about to publish Monsr. de Liancourt's Book he wrote a very civil letter to General Simcoe, desiring to know if he wished for any alteration to be made in the Duke's assertions relative to him.

The General's answer of the 25 June, 1799, with a short preface, a note to Mr. King in 1800, and a Letter of his father's, are inserted after these notes, to which the reader is referred.

[437.] The Duke says that "all the Expences of the civil and military administration of Upper and Lower Canada are defrayed by England, and that the sum total," including the political Expences or the money paid to the Indians, "though this forms an item of the military Expenditure, amounts for Upper Canada to £100,000 sterling,

nearly two-thirds of this sum or £60,000 are paid to the Indians," their agents, etc.

Mr. De Liancourt seems fond of dealing in large round numbers, the accuracy of which he certainly could not vouch for, for there was nobody in Upper Canada who could inform him what the "military Expenditure" was, that being under the Controul of Lord Dorchester, and his Lordship did not chuse to afford the Duke the means of information, which he obtained at table and in private, otherwise by "Governor Simcoe's generous openness."

And then speaking of the presents given to the Indians, he displays all the malignity of his heart by a falsehood, which must tend to create bad blood between the British and Americans, whom, he says are depicted to the Indians as their inveterate Enemies, and that "they are made to swear that they will burn and scalp these foes at the first Signal." And he would then induce you to believe that General Simcoe had contemplated the Service of 50,000 of [438] these Indians, "who had all taken an oath not to leave a scalp on the skull of any American they should fall in with!" and to crown all he says, "it is literally true!"

So damnable an assertion against the most pious, the most humane, and one of the bravest Gentlemen of his time, is not to be borne with Temper. The Duke's own Translator admits it to be "a matter of regret, that his Author should have preferred a charge of such a serious and heinous complexion, without giving himself the least trouble to substantiate its truth." Had he taken all the trouble in the world he could not have proved it, for 'tis as unfounded in fact, as 'tis hellish in Idea. It is as untrue as that which this frenchman tells you is "literally true"; the probability of collecting 50,000 Indians! It is as untrue as another infamous assertion he makes, where he would lead you to believe that the Americans are so profligate as to be bribed in very large sums of money to betray the Interests of their own Country in favour of ours!

Had this attack upon the American character been published before he visited their Country so extensively, he probably would not have had to record the Enthusiasm with which he tells you he was sometimes received—particularly at G'oochland—where he "flatters" himself by construing drunken intrusion into Regard and affection.

[439.] The Duke's opinions on the Grants of Land, seem only to expose his want of good information, and he appears [440] to know but little of the drawbacks allowed on certain articles exported from England for Canada.

If Mr. de Liancourt was within the pale of the English law he ought to be prosecuted [447] for what he says of Colonel Butler (which the Translator has noted only by Asterisms). This Gentleman never had the privilege of taking from the Indian store houses, which contain their presents, whatever he chose!

[449.] The Duke mistakes again in calling the Grand River the Miami or Great River. The Miami River is in the United States,

but he has written of so many places he has never seen that this may be considered 'a trifling mistake.

[450.] Brandt does not dress after the European fashion; he never wears breeches—perhaps the Duke alluded to French Sansculottes, when he asserts this.

[451.] We have next as notable an account of the drawing of a net as we had of the duty of soldiers, which was to stand sentry. We are told that "one end of the net was held by men who remained on shore, while the Remainder was carried into the stream by means of a boat, which after the net had been entirely expanded conveyed the other end back to the shore. Both Ends are joined on the spot, whence the net is drawn." Miraculous—great information—fit for the Dictionary of "reticulated" Johnson himself. Did ever anybody hear of a net being drawn on the shore in any other way? Surely this information was designed for the Children's Repertory of Arts, and ought to be classed with Wallis's Progress of Wool and Progress of Wheat, published at the Juvenile Library!

[453.] The Duke de Liancourt's misrepresentations are not easily detected by his Cis-Atlantic readers, for his assertions are broad and positive as of his own Knowledge; but those who have been in Upper Canada can refute his statements by as positive contradictions, upon the best and most substantial Evidence—The Testimony of the thing itself!

What can be more mischievous than his attempt to make you believe that Colonel Smith was clearing 5,000 acres of Land by the Soldiers of the Regiment under his command, who were reduced to labour for him at reduced wages, or not be allowed to work at all? What can exceed the impudent assurance of such an assertion? But the malignity of his intention perhaps is answered, and the impression is made on most of his early readers. The subsequent perusers of his work, as his character is more canvassed, become better acquainted with his untruths. The copy to which this is annexed was purchased out of a Circulating Library, and this false statement as to Colonel Smith (which cannot be called, in any way of expressing it, less than a Lye), induced some person into whose hands the book had fallen, to write in the margin, "Bounce! there is not one acre of it cleared."

Thank you anonymous lover of Truth, for this marginal Correction.

What must the Duke feel, if he has any feeling at all, when he reflects, if ever he reflects at all, what injury might have been done to this officer's military Character, by this rash Assertion?

What must he feel himself as a man, to be told that this assertion is as barefaced a Lye, as it is evidently a Libel; for it can be proved beyond the possibility of Contradiction, that there never was a soldier of the Fifth Regiment within forty miles (as the Crow flies across the Lake) of these 5,000 acres or about 120 miles to go by Land—at such a distance was this Land from the Garrison of Niagara, Lake Ontario laying between. Nay more, Colonel Smith never cleared an acre of this land; neither He nor any of his family, nor any Soldier in the

Regiment ever saw it, and excepting the American families which were put upon it to make the necessary settlements, it is in wood to this day, and that is self-evident Testimony which cannot be set aside.

The Duke's statement is almost too puerile to be treated seriously; but as Strangers to that Country, who read his book have no means of discriminating, they ought to be correctly informed by those who have been in Canada.

The good Colonel died in the House, which the Duke mentions, unconscious of any act, to disturb his latter end, and little suspecting that the attention of himself and Son to this exiled nobleman, would have been requited by such an unfounded attack upon his military character. His Son, who built the House, and was Surveyor-General of the Province, to which he was passionately attached, with an equal love combined for his Country and his King, must feel somewhat nettled at having his improvement compared to a "French Kitchen Garden!"

[456.] It is not correct that 5 members only of the Commons House of Assembly could be collected at the Parliament which opened while Mr. De Liancourt was at Navyhall, tho' it is possible that number only resided at Niagara, and the distant members might not have arrived in time for the Governor's speech—and the Duke makes one grand mistake when he says, speaking of the Parliament, there is no "Opposition," for [457] negatively speaking, nearly all the Members are in Opposition, there being no such thing as a ministerial party, and though some of the Officers of Government have, from their individual good conduct, and consequent popularity been returned to Parliament, the Government have not the power of bringing in any one Member. But it has happened that an Officer of the Govt. has been Speaker.

[458.] In describing Fort Niagara, the Duke says all the buildings are of Stone, and were built by the French.

We beg leave to say, that a very great proportion of the Buildings are of wood. The old french trading house (now used as a Mess House) is of Stone—so is the Magazine, but most of the Officers' Quarters and all the men's, and the upper halves of the Block-Houses are of wood.

[459.] The Duke represents the Niagara River as intercepted for two or three months by masses of floating ice, and that the Indians now and then cross it, "by jumping from one piece of ice to another," but the number who venture are never great.

We believe this last Assertion of the Author's to be one of the trueisms of his book, and that the number who so pass are very small. We never had the pleasure to know any of the Jumpers! Instead on months, however, the passage of the River was seldom interrupted for 2 or 3 weeks—indeed seldom a week, wherein you could not pass over in a very small, light boat, assisted with Ice-hooks.

What a dissatisfied traveller this Monsr. de Liancourt must be, who, while he tells us that Governor Simcoe [467] loaded him with civilities, in a manner the most agreeable, yet, His "Dukeship"

(for "Grace" he had none) "did not experience one moment of true happiness, and real untainted enjoyment during the whole time of his residence at Navyhall?" But then after a Farrago of contradictory stuff, he shews the cloven foot and tells you he would rather be poor all his life, then owe his restoration to British Pride!

[472.] One of the greatest "Jugglers" who has ever been in Upper Canada, is the Cidevant Duke De la Rochefoucault-Liancourt.

[478.] The good people of York are very much obliged to this french Gentleman for representing them as "Inhabitants who do not possess the fairest character," because they are of opinion it will be considered equally false, with many other of the Duke's statements, and his personallity to Mr. Bercsey, the leader of the German settlers, is gross, and deserves correction.

The first thing our traveller contemplates on leaving General Simcoe, whose plans he professes sometimes to approve, is that the dependance of Canada on [480] England will not be of long duration.

[481.] He says the separation is an Event which cannot fail to take place, and that he knows of nothing that can prevent it.

One thing probably has retarded it, or rather perhaps the attempt to separation, and that is Lord Dorchester's wise refusal to let this bigotted frenchman disseminate his notions among the Lower Canadians. He might have done mischief at Quebec and Montreal.

[482.] The Duke then dismembers at a great rate—he not only predicts the speedy loss of Canada, "this bright Jewel of our Crown," but hints that India will share the same fate. With equal facility he lops off Florida and Mexico from Spain, and dismembers Portugal of the Brazils, but he does not foresee the loss of any of the French Colonies—he has no second sight there—he could not foresee that at the close of the year 1813, They would be eased of all their foreign possessions, and that the ruler of his nation would be sighing for "Colonies, Ships and Commerce."

[469.] He could "not discern the period when anarchy should cease in his ill-fated country," and France should rest her Glory on a safe and lasting foundation. He, despairing runaway, could not calculate upon the restoration of the Bourbons as other powerful minds always did.

[468.] He who would prefer to "continue poor and banished all the days of his life, rather than owe his restoration to his Country and to his Estates, *to the influence of foreign Powers*, and to British pride," ought not to benefit by the amnesty, which the people of France have obtained by the personal Interference of the Emperor of Russia and the King of Prussia!

He who deserted Louis the 16th and afterwards cringed to an usurper, should not be allowed to profit by the restoration of Louis the 18th.

No! he should be haunted by the Manes of our lamented Simcoe, till he had atoned for his Ingratitude and made a public recantation of his falsehoods.

[483.] Captain Littlehales was General Simcoe's Major of Brigade and not his adjutant.

[484.] When the Duke leaves Niagara he forgets what he has said about the troops not being paid with money, for he tells you there were on board the same ship with him, "a detachment of the 5th Regiment, destined for Kingston, to bring money." [487.] He lashes this party a little for the pains they took to make themselves clean and full dressed before they landed, without saying a word about the pains the french Soldiers of old took under their Kings, to be highly powdered and smart in their appearance.

[490.] And if ever there was an illiberal disclosure, it is that which the Duke makes on leaving the King's ship, in which he was sent across the Lake. He tells you that Governor Simcoe had amply supplied them with provisions and told them they were not to pay for their passage, yet to pacify the french rancour of his breast, and to deceive himself with the idea that he was not "making this passage at the Expence of the King of England" he offered poor Lieutenant Earl, who commanded the Vessel, a present, which it seems he received; and the Duke dishonourably publishes it to the world and says, "However *Kingly* were the Commander and his Ship, he took our money."

Mr. Earl was not an officer of the Royal Navy, but a Lieutenant in the provisional marine Department, whose pay is very small, and if by any strained Construction, his accepting this present, from a Person calling himself a Duke could be twisted into an improper act; his poverty must be blamed for it and not his will—besides in point of right, custom would give him some claim even for these Refugeés.

The Duke not finding his passports at Kingston, gets much out of Temper, says 'tis owing to Governor Simcoe and Lord Dorchester not being on good Terms—reflects also upon Mr. Hammond—and reiterates Patience! Patience! of which he appears to have none. So enraged is he with his Lordship that [495] speaking of him afterwards, in the opinion of two Parties, one of which think him to possess profound wisdom and consummate abilities, while the other considers he was formerly an useful man; the Duke cannot help adding "but he is now superannuated."

Had Lord Dorchester permitted him to go into Lower Canada he might have been considered so.

[498.] By Queen's Bay, he probably means the Bay of Quenty.

[503.] The Duke is not quite correct when he says, "there are few, or no wolves, rattlesnakes, or other noxious animals within country."

[504.] Resin and Tar for common use have often been obtained from the Pines, but not as an article of Trade; and the experiments for the culture of Hemp and Flax have not been unsuccessful.

[509.] No better Carpenters are to be met with anywhere than at Newark.

[510.] As if the Duke had never taken too much wine before, he speaks of the Hospitality of Capt. Parr, and of Major Dobson of the

60th Regiment, who commanded at Kingston, as forming a remarkable Epocha to him and his Companions—

[512.] but in speaking of the officers of this Regiment afterwards, altho' he says they are well bred and polite, his translator thinks proper to omit something, which he replaces by two lines of Asterisms.

The Duke then speculates a little, talks of its being better for Great Britain to declare Canada independent—that one half of the Militia would not take up arms against America and none perhaps against France.

Would Mr. de Liancourt have Britain give up Canada, that she might throw herself into the Arms of France? Let him read the Quebec Gazettes of 1813, for a refutation of his assertions on the Militia, in thinking they would not fight the Americans! and his premeditated Journey to Lower Canada was possibly to enforce by the subtilty of his arguments, the propriety of their never taking up Arms against France!

[513.] He then says it is believed the Loyalists, as they are esteemed, would certainly assist the States, if they marched any troops into Upper Canada.

Let him read the papers, I say.

And then forsooth he wishes to put these Conjectures in the mouths of the Officers of the 60th Regiment, twisted, no doubt, to answer the Duke's purpose, and garbled from the generous openness of Conversation at their military mess!—a grateful return upon similar principles to those exercised towards General Simcoe.

But it is clear from what the Duke often drops when he is less upon his guard, that he must frequently have obtained the opinions of very low and perhaps wicked individuals, which he has set down as sentiments of whole classes of the people, however erroneous; and thus by this heterogeneous mixture, of exposing and distorting the unreserved communications of confidential and unsuspected Intercourse, with the tattle of every Blackguard he could interrogate in private, he has conjured up a publication as illiberal as it is in many parts untrue, and written probably for ulterior purposes not yet developed.

The Duke cannot leave the Province without having a slap at "the Royal Navy," which he tells you is not very formidable at Kingston. This is one of our traveller's few truisms, for certainly the Royal Navy is not very formidable on Lake Ontario, no part of them being there—the vessels employed are for the conveyance of troops and baggage across the larger waters, and being *peace time* in that Country, were neither half armed nor manned—the crews are hired as for Merchant vessels and this Service constitutes a department which is called the provincial marine, and the transport duty is the principal object of this branch of the military establishment. But the Duke uncharitably informs you they have another object, namely, the embezzlement of stores, although he admits that an enquiry was made into two officers' conduct, who, not being dismissed, he rejects the benevolent conclusion that they were innocent, and hints that they were protected

by influence, but he proves nothing! and nothing proves more how little any of his assertions should be attended to.

[515.] After condemning the poor Commissioner and the principal Shipwright he transfers his affection to Captain Bouchette, a *french*-Canadian, who certainly deserves all he has said of him—but we believe the Duke would not have rendered this officer his due if he had not been a frenchman.

[516.] Our traveller then draws an invidious distinction between the English and French Services; thinks our discipline is too severe, and our men not treated with so much attention and kindness as theirs. This only exposes his venom and his ignorance, for the Regiments in general in our Service are more connected like a large family than any non-military man can conceive; and great attention is paid to the comforts of the Soldier in Canada.

[519.] The Duke, however, admits afterwards, that the severity of our service did not prevent the detachment, which was relieved at Kingston while he was there, from taking a hearty farewell, and cheerful glass with their friends, for he says, “The soldiers were, without exception, as much intoxicated as he ever saw any in the French Service!”

[520.] In speaking of the pleasure he received in a batteaux rowed by french-Canadians, who always sing in unison with the motion of the oar, he says, “You fancy yourself removed into a Province of France; and this illusion is sweet!” We rather apprehend the sweet illusion upon the Duke’s mind was his desire to have Canada a french Province.

How ungentlemanly to talk of the officers’ politeness at Kingston, and then to insinuate that none of them were well informed men. We should imagine the Duke was not the best judge in the world of either.

[523.] In speaking of a canadian family who were travelling, the Duke gravely informs us, that they dressed their supper—“and eat it!”

[380.] The Duke entered Upper Canada on the 20th June, 1795, and on the 22nd July [528] receives Lord Dorchester’s refusal to descend into Lower Canada, upon which he vents a Philip against his Lordship and Mr. Hammond, in no very decent terms, and draws a comparison between “His Grace’s” reception in Canada and the way he is obliged to leave it. [529.] And in his chagrin he admits he did not merit the honours he had received—[530] grumbling, however, in Major Dobson’s own barge, which he lent the Duke to carry him to the United States, this ingrate exile vents his disappointment in the indecent sentiment and satisfaction, that he was going to a country “where no commandant, no governor, no minister, enjoys the right of offending honest men with Impunity.” How soon frenchman you have forgotten the civilities you received from the Governor and the Commandants of the Province you have left, where the Laws of the land do not permit any honest man, whether he be Duke, or Peasant, to be injured with impunity, and if offence could always be conjured up into a crime, these officers would have a heavy complaint to make against

“His Grace” for his offensive remarks upon them—when he had ceased to receive their favour and protection; and his Ends had been answered.

[530.] Having got the Duke to Oswego we shall leave him in the United States; where (while he so much praises it), he did not wish to go, and as he could know so little of Quebec, where he did want to go, but was not permitted to be, so we consider all he has written of that Province to be too hypothetical to require any notice, and, therefore, unworthy of being corrected in these Errata.

The following is the publication by General Simcoe alluded to in the note after the observations, upon page 431.

“Lieutenant-General Simcoe, understanding that the translation of the Duke de Liancourt’s travels has been much circulated, thinks it not improper to print an Extract from a letter of his to the Printer, Mr. Phillips, in answer to a very civil communication received from him respecting that work. This extract will elucidate the purport of the Communication, and at the same time account for Lieutenant-General Simcoe’s speech, on the closing of the first Parliament of the Province of Upper Canada, being inserted in the appendix of that work.

He adds a paper delivered by him, when he was very lately under orders for foreign Service, to the Honourable Rufus King, Minister from the United States.”

“EXTRACT.

“WOLFORD LODGE,

“25th June, 1799.

“I feel myself highly obliged by your Letter of the 19th of June, and the more so, as the press, since the commencement of the American war, has fashioned itself to the views and interests of those, who have endeavoured to destroy the constitution of England.

“In respect to the subject of your Letter, I do not see how it would be practicable to alter, in the translation, what the Duke de Liancourt has printed in his native language. The Sheets before me are, I think, uniformly mistatements, and those on points (such as the Canada constitution) where he had the subject matter in print. I presume these errors not to be wilful. In respect to any part of my public conduct, that will be always ready to meet discussion where *such discussion* is useful to the public; but, I trust, our american enmity has ceased, and I *know*, that under God, I am the instrument that prevented the war between the two Countries.

“If the Duke de Liancourt, on his return to Philadelphia, told the Americans, that should a war commence, I said ‘it must be a war of the purse,’ and that instead of their attacking Niagara, ‘I meant to attack Philadelphia,’ his visit (and also that of many others) was of great temporary utility to the King’s Service. But where he could pick

up the story of there being *fifty thousand* Indians (which no american could believe) or that they had all taken *oaths* to *roast* and scalp the Americans, which many Americans would swallow, I am at a loss to conceive.

“On the whole, let his book take its course in the world: if necessary, I shall contradict it; if otherwise, still in process of time my posthumous Memoirs may appear, and a niche may be reserved for this very ungenerous Frenchman.

In the 240th page the Duke mentions my *boasting*: I detest the word, and trust it has never infected my conduct: I wish it could be altered to ‘speaking,’ or any other word. The fact is not true; I *never* burnt a house during the whole war, except foundries, gaols, and magazines; and in the ‘Memoirs of the Queen’s Rangers,’ a few copies of which I published, in one view to contradict such Characters as La Fayette, and Chastellux, I expressly remarked, page 20, ‘on the return, and about two miles from Haddonfield, Major Simcoe was observing to some officers a peculiar strong ground, when looking back, he saw a house that he had passed, in flames: it was too far gone for all his endeavours to save it; he was exceedingly hurt at the Circumstance, but neither threats of punishment, nor offers of reward, could induce a discovery. This was the only instance of a disorder of this nature that ever happened under his command; and he afterwards knew it was not perpetrated by any of the Queen’s Rangers.’

“So that you see, sir, my proud *boasting* is of a different quality from what Monsieur Liancourt has apprehended: but most certainly, if american *Avarice*, *Envy*, or *folly*, had attempted to overrun Upper Canada, I should have defended myself by such measures as English Generals had been accustomed to, and not sought for the morality of war, in the suspicious data of the insidious Oeconomist: my humanity, I trust, is founded on the religion of my Country, and not on the hypocritical professions of a puny Philosophy.

That the Duke de Liancourt asserts my *defensive* plans were settled, and that I loudly professed my hatred to the United States, I conceive with the *candid reader*, will make all those shafts fall harmless, which through me, *he* aims, as an *honest Frenchman*, at my Country and its best interest, namely, an irrevocable union with the United States. Those sentiments of mine were called forth into public, by the improper conduct of Mr. Randolph, the american Secretary of State, in 1794, and are printed in Debret’s collection: I know they gave great satisfaction to the English-Americans, and as much umbrage to the Philosophists and Frenchmen.

“I will trouble you for a moment to say, that if you publish any papers as an appendix to your translation, you may not think it improper to include the speech I inclose, which has never been printed in England, and is illustrative of the objects I had in view, and may, by a note of reference, be easily connected with the view of them, as exhibited by Mons. Liancourt.

"His descriptions, it may be easily traced, originated from snatches and pieces of my conversation.

"Should this speech not enter into your plan, I will be obliged to you, to return it to me.

"Does the Duke de Liancourt mention his companion, Petit Thouars? Perhaps your translator may not know that he was Captain of the *Tonant*, and killed in the battle with Lord Nelson; if he does not, the anecdote may be agreeable to him.

"I am now to apologize for the trouble I give you in this hasty letter: receive it as a mark of my respect, as I would wish to stand well in the opinion of a man, who, like you, has the wisdom to see that the character of the nation is interested in that of the individual; and that unspotted reputation is the most desirable acquisition for a military and civil servant of his King and Country to secure and to enjoy.

"I observe the translator says, p. 229 '*York designed to be the seat of Government*' etc. It is at *present* the seat of Government, but before I left England for America, I *designed* London, on the Thames, or *La Tranche*, as the seat of Government, and York as an Arsenal. I did not, as Mons. Liancourt seems to suppose, act from circumstances, for I always expected Niagara to be given up, and never thought its possession of importance."

Copy of a paper delivered to the Honorable Rufus King, Minister of the United States (by Major-General Simcoe).

"London, May, 1800.

"The Duke de Liancourt-Rochefoucault, in the recent publication of his travels thro' North America, speaks with much freedom of Major-General Simcoe, then Lieutenant-Governor of Upper Canada.

"It must evidently appear to any person, who shall give the subject due consideration, that the conclusions which the Duke de Liancourt draws from his supposed communications with the Lieutenant-Governor (while living in his family) are at variance, and inconsistent with themselves; yet, as a servant of his King and Country, Major-General Simcoe deems it proper to say, that the principles which governed his conduct while in the administration of the Government of Upper Canada, were the reverse of what is insinuated by the Duke de Liancourt, and that he was actuated by the most sincere intentions to preserve peace, good neighbourhood, and good will between the King's subjects and those of the United States; and he has ever been of opinion, in express contradiction to Mons. de Liancourt, that the most strict union between the two nations, is the real interest of each, and will mark the soundest policy and true wisdom in those who shall, respectively, govern their Councils. Major-General Simcoe is so conscious of having personally acted upon those principles, during his administration of that Government, that he has claimed from the Duke of Portland and Mr. Pitt, protection and consideration, as having been the principal means of preventing hostilities with the United States, from the mode in which he executed the military orders he received in Upper Canada.

"In testimony of these premises, Major-General Simcoe begs leave, most respectfully, to offer this representation to the Honorable Rufus King, Minister plenipotentiary from the United States to the King of Great Britain."

"Lieutenant-General Simcoe adds a letter of his father to the late Lord Barrington. This monument of the elevated views and statesman-like projects of an accomplished officer, will best elucidate the earliest impressions of his son, relative to America, and indicate the motives of his conduct from any misrepresentation. The Duke de Liancourt Rochefoucault would therein find what incited the Lieutenant-General to prefer the Lieutenant Government of Upper Canada to any other object that might be fairly supposed to be in his reach. The events of the American War have not annihilated the essential interests of Great Britain and the United States."

[Letter to Lord Barrington.]

"Si barbarorum est, in diem vivere, nostra consilia sempiternum tempus spectare debent."

"TULL. CICERO."

"My Lord!

"I will not offer to apologize for the trouble given you in reading this paper, because I have experience that any sketch presented to your Lordship for the public service, will meet with a favorable reception: in the subsequent observations, therefore, if the principles should be erroneous, or the means ill-proportioned, your Lordship, I trust, will pardon the mistakes, because the end is just. It appears to me, my Lord, that the french Government has, until lately, given but an imperfect attention to their North American Settlements, and whilst it has projected claims to the universal, by a parsimonious conduct, has neglected to establish, solidly, a partial Dominion there. But french genius and industry has tempered these errors, the discoveries and representations of their Missionaries have opened their ears; the lucrative fishery and reduction of Louisbourg have opened their eyes. This capture is, or might have been, of the same Service to them, as the late rebellion in Scotland was to this nation: past errors were seen, favorable occasions given to correct abuses, and to prevent future evils. When the disparity of numbers in North America is considered, the French about 50,000, the English near 2,000,000, we are surprized that a frenchman there dares open his house unless with obeisance, but when he lifts his hand and strikes, from Carolina to Nova Scotia, it seems portentous.

"Numbers, however, avail not without counsel and valour; the astonishment ceases on a nearer survey, and we easily discern the balance more than restored by the difference of genius, manners, pursuits, situation, and government of these people. The English are of a commercial, the French of a military disposition; the latter enterprising, restless, subtle, active, and ambitious; the former sedentary, softened, fond of quiet and lucre: the force of one strengthened by the union

and harmony of its parts, animated and directed to an invariable point by one government; that of the other broken and dissipated by a variety of distinct governments, habits, views, and humours: the English negligent and unskilful in applying to the passions of the Indians, and in anglicising them; the French of ready address, and incessant application in their management, the more dangerous and difficult to guard against, as the young are tutored, and the sanguinary disposition of the old flattered into horrid acts of treachery and massacre, as pleasing to the Deity and becoming manhood.

“Hence we see the French insulting everywhere with an evident superiority; the English everywhere invaded, defenceless, impotent even to the perception and contempt of the Indians. Whoever remembers the american brigade in the West Indies, will readily discern the mistake of those who judge the american english fitted for military purposes, without the exercise of some painful campaigns; and if they took Louisbourg, that event was less owing to the material qualities and skill of the besiegers, than to the unparalleled bad behaviour of the besieged, however, the circumstances of those times might gloss the capture.

“These are some, but not the principal reasons, which led me, my Lord, to think the expedition to Virginia not entirely proportioned to its end, if that was to secure to us an advantageous termination to the disputes subsisting between the two Crowns, and to stop the french progress on that continent.

“France from her extent, populousness, and the genius of her people, will be able to pour in ten men to our one, in support of her American pretensions and designs, if the war should last fifty years. In the plan of operations, the first expedient then, which naturally presents itself, is that of cutting off all communication between Old and New France; this the seizure of Quebec will only effect, and at the same instant it will break the french force in Canada—when the spring is diverted or cut off, the river must dry up. Such is the position of Quebec, that it is absolutely the Key of french America, and our possession of it would forever lock out every Frenchman, be the signal of revolt to the Indians, ever determined by success, and probably to a majority of the canadian french, fond of liberty.

“Montreal must fall the same campaign, and Louisbourg, with every stronghold depending on them for subsistence, and all french Canada will necessarily follow their fate. Such is the happy situation of Quebec, or rather of Montreal to which Quebec is the citadel, that, with the assistance of a few sluices, it would become the center of communication between the Gulph of Mexico and Hudson’s Bay, between the Atlantic and Pacific Oceans, by an interior navigation formed for drawing to itself the wealth and strength of the vast interjacent countries; the commerce of Europe, Africa, South America, and Asia, by a quick and easy exterior navigation, and advantageously placed, if not destined, to lay the foundation of the most potent and best connected Empire that ever awed the world.

“Its utility to France will arise from a most rapid and independent commerce, well supplying the want or extinction of all other, since its territories from north to south do, or will with a little industry and ministerial address, produce whatever characterizes the growth and manufacture of every country. What most immediately imports us is the monopoly of furs, with their fabricature; and the vast fishery in and about the River St. Lawrence, at once an inexhaustible mine of wealth, and seminary of hardy seamen. These advantages show the perpetual and mighty resources which Canada alone, in the possession of France, will furnish, in constituting a naval power, to our most dangerous rival. A political necessity will determine this nation, and the insidious practices of France will frequently favour us with pretexts, to destroy, at intervals, their fleets, thereby to preserve our naval superiority, on which our all depends; for, however exalted be the bravery, or happy the conduct of our officers, a reverence for truth obliges me to say that in neither are the french inferior; their military knowledge is incomparably greater, and well exercised; and none, or few, are the instances where we have gained victory when the force was equal. But, my Lord, the temporary expedient of destroying their fleet will be but lopping off the Hydra’s head, whilst the fishery of Canada, that noble nursery of seamen, those excellent harbours, particularly Quebec, the best circumstanced in the world for building and docking ships, those deep rivers, crowned with immense forests of excellent oaks and pines, flax plantations, the best iron mines, and every naval requisite for pouring out new fleets, remain in the dominion of France.

“What hinders now, but want of common sense or honesty, the french ministry from seducing and settling in Canada (with recompences which, costing nothing, at once would enrich the country with inhabitants and their industry), all the naval artificers of Europe, to construct with materials at hand, and costing nothing for ages to come, a most formidable fleet on every exigency, and from making a continued naval arsenal from Cape Breton to Montreal?

“Our seizure of Canada would then undeniably, by this destruction of the vital source of their rising naval power, and by an immense accession to our own, give us the monopoly of the fur and fishery trades, open to us so many new and vast channels of Commerce as would take off our every possible Manufacture, especially of Woollen [“woollen” in the printed paper] and Linen whilst it poured in every growth and every material at so cheap a rate as would make us necessarily the mart of foreign exportation, and most amply compensate for even the extinction of all our other foreign trade of importation; a circumstance, in such a situation to be wished, as it would reunite and fortify all our colonists, and the exclusive possession of that continent will fill each ocean with British shipping, without depopulating this Country. Hence, my Lord, posterity will ever venerate Lord Bolingbroke’s project of the conquest of Canada, as the wisest and most provident ever framed by british Ministers, and had the execution at

home and abroad been entrusted to men of equal zeal, of sufficient spirit and abilities, its benefit to this nation could no more have been estimated, than its detriment to France, which, at this hour, would have been in no condition to injure or molest us.

“Hence, my Lord, I, with anxiety, saw and spoke, particularly to my Lord Northumberland, in November last, of the efforts against french usurpation, purposed to be made on the Ohio, where nothing decisive may happen, but the advantages and disadvantages may reciprocally fluctuate, as long as the pass of Quebec is open to pour in fresh supplies of french troops.

“The conjuncture seemed favourable, and french invasion afforded the pretext of making an offensive instead of a defensive war, the different effects of which on the minds of the soldiery are well known, as is the greater facility in conducting the former, and its more numerous advantages.

“Such a war would probably have had an advantageous event, if, in the last autumn the fleet of England had been manned for action and the army sufficiently augmented to guard these kingdoms in all contingencies; if a strong squadron had blocked up or destroyed (if they had put to sea) the armament, which it was easy to foresee the french would push to support their pretensions in America; if another squadron, with the transports, etc., all sheathed, by previous feint orders sent to the Windward Islands, and provision made there, apparently destined to seize the neutral or french islands, had sailed in the beginning of March with 6,000 or 7,000 old troops, with some brigades of foreign engineers, and munitions for sieges, and on opening at sea their sealed orders had proceeded to besiege Quebec; if the independent companies and levies of the southern provinces of America had during winter assembled at a proper post in Pennsylvania, formed magazines, levelled the roads, and made all apparent preparation for acting on the Ohio in the spring; if a corps of 6,000 men had been raised and regimented under british officers in New York and New England, and desultory [“delusory” in the print] measures taken for their joining the troops in Pennsylvania; if 200 or 300 shipwrights had been sent to the fort on the Lake Ontario, as a reinforcement of the Garrison, but secretly to collect and build as many sloops and boats as possible; if a few indian companies of irregulars, under their own officers, had been entertained to attend these two bodies: if the Governor of New England, solely trusted with the secret, had privately collected provisions, munitions, etc., during winter, at Boston; and in March had transported 2,000 of the new raised troops to Nova Scotia, under pretext of acting offensively there, but in reality to relieve the old Regiments; if, in April, the Governor of New York had assembled the Militia, Indians, etc., at Albany, and made feigned dispositions for attacking Crown Point and at the same time the Governor of New England had assembled the troops, etc., at Boston, embarked or marched them, as most convenient, the beginning of May, under pretext of attacking

Chignecto, stopping, however, at the River Kennebeck, where the Nova Scotia old Regiments should have joined them, and together have marched to Fort Halifax, entrenched strongly, and established their grand magazine; if the troops in Pennsylvania, whose early rendezvous and preparations would naturally have drawn most of the french troops from Quebec and Montreal, had begun to move in May, and after some feints, had suddenly, and by forced marches, filed off and seized the petty fort at Niagara, entrenched strongly, have seized immediately and built armed vessels, and scoured the Lake Erie, whilst some provincial seamen had done the same on the Lake Ontario, and kept open the communication between Niagara and the fort on the Lake Ontario; this enterprize, well conducted, would necessarily cut off the retreat of the French at the Ohio and moulder them away by famine and desertion.

“The different provisions and motions, feigned and real, made at Boston, New York, Pennsylvania and Nova Scotia, with other attentions dictated by a just knowledge of the country and a proper use of the Indians, would conceal the real design, whilst they corresponded with its execution and by drawing the attention of the French Governor everywhere, incapacitate him from acting efficaciously anywhere.

“On the arrival of the fleet at Quebec, or in the middle of May, the troops should march from Fort Halifax and join the forces in carrying on a vigorous siege.

“Quebec, necessarily reduced and garrisoned with some New England and some old troops, the army should immediately proceed to Montreal, the reduction of which must necessarily be attended by the surrender of all other posts, as from the two former they draw their whole subsistence and munitions.

“The blow, my Lord, would have been bold, but with these provisions, no less easy than decisive in our favor, and mortal to the French, and in the rupture consequent to this stroke, the *coup de grace* be effectually given by a firm adherence to and vigorous prosecution of a naval war in all seas, soon extirpating the french naval power and commerce, and exhausting and weakening, to a great degree, her natural wealth and strength.

“France might probably act, as if she thought our weak part to lie on the european continent, and attempt to distress or divert us from the prosecution of our natural interest and use of our natural strength by an attack on our allies.

“I presume not, my Lord, to know the nature or reason or extent of our connections there; but it becomes a nation as a private person, to be tenacious of its engagements, and these might probably be well answered by our money and the force of our fleets so far as they could be useful.

“The Germanic body might not suffer, for its own sake, any of its members, or the Dutch to be long a spoil to the French: means might arise to make Prussia an acting friend; and probably Spain be induced to co-operate with us, on the terms of covering with our fleet any body of troops sent to reunite, which they are thought to have at heart,

Hispaniola to their Crown; an island of signal detriment to us in the hands of the industrious Frenchman, but of no consequence in the possession of the lazy Spaniard. The cession of the neutral Islands, or whatever France might take in the West Indies or Mediterranean, would be an easy purchase for Canada. At all events England has often taken glorious care of herself, when Scotland and Wales have been in the Enemy's scale, and could do so again, maugre the efforts of France and all her allies, whatever their malice might be, their power to hurt would soon sink never to rise more, by the loss of Canada and the destruction of their shipping.

"Your Lordship may ask why I mention not the Mississippi Colony and inlet; perhaps it would be expedient to take no further notice of them more than to prevent any considerable reinforcement from being sent thither, but not to seize them for two reasons; the first is, that no present umbrage might be given the Spaniard by so near a neighbourhood in the Mexican Gulph; the second is, that the few Inhabitants who survive their migration thither, might be permitted to open, plant, and render healthful that Country, and make it more worth capture, inevitable whenever we pleased, for the same reasons that the Inhabitants of cold have ever and ever will conquer those of hot Climates.

"A good fort, or two, at the junction of the Ohio and the Mississippi Rivers, would be sufficient to stop the Mississippians from penetrating to the northward and north-westward.

"An objection to a plan of this tendency may arise, my Lord, from the projects of independency, which a consciousness of growing strength and the annihilation of french power might give birth to, in our american colonies, and, therefore, a balance of power between the two people there might be more advantageous to the two Crowns; but besides the moral impossibility of fixing such an equality of power, by no means the aim or end of the french, an upright and steady government will always have due weight with the bulk of a people whatever be the practices of some turbulent or ambitious spirits.

"The splitting of that empire into many distinct governments, the diversity of manners, customs, modes of religion, and interests too consequent to the difference of climates, provincial laws, products, and situation inland and maritime, will render a coalition of political views not easily practicable, but create jealousies and an indifference, or rather balance, to each other's projects.

"Twenty thousand regular troops, judiciously posted, and chiefly in the conquered provinces, would guard and command the whole Country. These troops, maintained as levied at the expence of America should be triennially relieved to prevent their acquisition of any natural interest there, and all considerable posts, civil, military and ecclesiastical be invariably filled by Persons of proportionate land property in Great Britain and Ireland. Such, with other precautionary provisions, the command of the Sea, and the physical dependence, at least for many ages, that continent, from its great inequalities of seasons, lakes, etc.,

must necessarily have on this Kingdom for its woollen manufactures, would very solidly establish british dominion. Perhaps the erection of Canada into a Kingdom for Prince Edward would for ages answer that purpose, as well as be a greater, more rational and permanent accession of strength to this Kingdom and its Royal Family, than the wearing of so many crowns by the house of Bourbon, in different parts of Europe, can possibly be to that family or to France.

“But, supposing this independent spirit, in future times, to take place; the Provinces will always be glad to receive, and this nation strong enough to impose, as their head a younger son of the Royal Family; and certainly the union between two people of the same blood, religion, polity, language, laws, humour, and genius, under the same family, would be infinitely more strongly cemented and complicated than the union of states and kingdoms, dissimilar in almost each request, [respect?] nursed in and distinguished by national prejudices, can be under the dominion or influence of the Bourbon or any other family, or the combination of any conjunctures can form.

“But, my Lord, if the advantage will not allure, necessity ought, and I have, I hope, will impell us to conquer Canada; the pretensions of the French to that whole continent, though temporarily dissembled by their government, are constant and avowed by the people; and the hopes and aim of both invariably terminate in its reduction.

Their own histories of New France are histories of continued schemes, plots, enterprizes, and machinations, ministerial and private, in peace and war, concerted for the accomplishment of this great event and to facilitate which, perjuries, poisons, murders are, with them, lawful means. If Canada remains in the hands of the French they will equally, from the operation of their good and bad qualities, from the nature of things, arrive at this supreme sovereignty; and the english colonies experience the same fate which the Grecian Colonies, on the coast of Asia, underwent from the Grand Monarch of Asia; fall a prey to the grand monarch of American France: nor are the circumstances dissimilar, but in favour of the French, excepting numbers, which every day will improve. The very political independency of the provinces on each other, will quicken their dependence on the french, and the whole power and wealth of the continent become that of the foe, and be turned against Great Britain.

“Your Lordship will readily conclude that I am one of those who wish the late armament from Brest had not been permitted to sail, or to have been destroyed if they had sailed; I fervently wished it; I shall be extremely happy if I am mistaken in my belief that the arrival of that armament in Canada will be eventually productive of great mischief, unless timely redressed by a furious attack of Quebec.

“Although that reinforcement, so much wanted there, and which the french, knowing their weak part, resolved to send at all hazards, will render its reduction more difficult; yet more troops, great address in the preparation, and great resolution in the execution, which a good General

knows how to inspire, will surmount the difficulty. Whatever the capture costs of men and money the expence of both will be small to that of a defensive war and precautionary provisions, which may have little intermission, and no end, until the French be formally and really masters of that continent. The acquisition will be to us a temporary expence, instantly repaid by the fur trade and fishery; the benefit perpetual: but in the hands of the French, their american power will soon grow so strong, and take such an extended and deep root, to which a defensive war will not a little contribute, that it will prove the severest thorn in the sides of England, to extract which, millions in vain may hereafter be expended.

"I just beg leave to say a word of the navigation of the river St. Lawrence: it appears, through all the affected obscurity of the french voyage writers, and the horror which former miscarriages and ignorance has thrown on it, to be safe, though sometimes tedious; the mystery consists in timeing the Voyage and keeping the southern coast aboard, from Cape Rozier to Quebec, with due respect to some intervening shallows and islands.

"If any suggestions of mine could contribute towards a system of operations for this or any other enterprize your Lordship will always very heartily command me, as the country will my service; and if anything here said appears interesting, Your Lordship will do me particular favor in communicating it to my Lord Halifax ["Hallifax" in the print] to whom I have not the honor of being known. Your Lordship will have the goodness to consider it as flowing from a heart fervently attached to the public service, and your favorable acceptance of it may hereafter induce me to lay before Your Lordship a plan, which, in the course of some military essays occurred to me for the establishment of a marine corps, whose service, in peace and war, might possibly give satisfaction to Prince and people; certainly would be more useful than the marines now raising, who, I humbly apprehend, cannot in their present form be good soldiers, nor in any form good seamen, whatever to the contrary may be expected."

"I am, my Lord, etc.,

"J. SIMCOE."

"Lord Barrington, 1st June, 1755."

Note by Sir David William Smith.—These papers of General Simcoe's were printed in 1799, by Trewmans, Exeter.

Additional Note.—Sir David's copy is bound in his volume containing the Proceedings of the House of Assembly, U. C., 1801, and the House of Assembly, L. C., February 20 to May 11, 1798 (38 Geo. III.); this volume is owned by and in the possession of Prof. J. W. Bain, of the University of Toronto. The publication is a square quarto of 18 pages: Smith's manuscript copy follows it closely—I have noted all the differences except in capitalization. In the print our present method of capitalizing gentile adjectives and writing common nouns with a small letter has been followed: Smith's method is followed in this reprint.

ADDITIONAL NOTES

BY

MR. JUSTICE RIDDELL.*

La Rochefoucault, having visited this Continent under the circumstances mentioned in the Introduction (p. 4), met Hammond,¹ the British Plenipotentiary to the United States, and was invited by him to visit Canada. The Governor-General of Canada at that time was the famous Guy Carleton, Lord Dorchester,² and the Lieutenant-Governor of Upper Canada, Colonel John Graves Simcoe.³

France had never sincerely acquiesced in her expulsion from the northern part of North America. Genet,⁴ the French Ambassador at Philadelphia, then the seat of government in the United States, had constantly intrigued against the continuance of British rule in Canada. To so great a length did his pernicious activity proceed that Washington was forced to demand his recall. He was succeeded in 1794 by Fauchet,⁵ who did not act quite so openly, but did not omit any opportunity secretly to advance the wish of his country to be reinstated in North America. Adet,⁶ who followed Fauchet after this time, was almost as open as Genet; he did not hesitate to send agents into Canada to stir up the habitants to rebellion, one of whom, David McLane,⁷ was convicted of high treason and suffered the horrible penalty for that crime at Quebec in July, 1797.

A considerable proportion of the American people looked with favour on these movements; and the British Governors of Canada were forced to exercise great precaution in respect of these admitted into Canada from the United States. Accordingly Dorchester, in October, 1794, issued specific orders that no foreigner was to enter Lower Canada without his express permission—it was no secret that this was due to the conduct of certain French agents.

Mr. Hammond seems to have thought that his recommendation would be all-powerful. Whether it be the fact (as La Rochefoucault says Hammond told him) that Lord Dorchester had requested him to take it upon himself to grant passports for Lower Canada or not, he certainly acted as though such request had been made. He wrote Dorchester and Simcoe that La Rochefoucault was about to go to Canada, and recommended him to their favourable attention, at the same time assuring the Frenchman that he would have no trouble in entering or remaining in Canada.

On Sunday, June 20th, 1795, he entered Upper Canada, crossing the Niagara at Fort Erie in an English boat, his friend Guillemard⁸

* For references, see pages 177, sqq.

having preceded him the previous evening. With him were two Frenchmen, Dupetit-Thouars⁹ and de Blacon,¹⁰ but his guide the Canadian Poudrit¹¹ does not seem to have come farther than the American bank of the river.

[381.] The strictures of Smith on the alleged mistakes in calling "a small armed vessel," "an English frigate," and the captain commanding a company, a Governor, are uncalled for. The fault, if any, is that of the translator. Much more valuable is the statement made as to the issue of paper money by private individuals and Smith's confident assertion that this was never depreciated in value. The care taken against fraudulent notes is worthy of note, and indicates the paternal government of the time. La Rochefoucault was hospitably entertained by Captain (Brevet-major) Pratt¹² of the 5th Regiment of Foot, commanding at Fort Erie, and sent by him [388] in care of Lieutenant Faulkner of the same Regiment on a government ship to Chippawa. There he was received with all due respect and courtesy by Captain Hamilton,¹³ commandant of that post [389].

The Falls of Niagara were visited, and a vivid description is given of them and of the whirlpool. Saw and grist mills [398] above the Falls are an object of curiosity, and the traveller does not omit to mention the amount of toll taken by the miller.

The very singular and often-mentioned sulphur spring at that point is also described [399].

The translator makes a curious error in mistaking Newarck for New York [400]. The "misnomer" was not the fault of the Duke or his French printer.

Queen's Town, Queenstown, now Queenston, is reached June 22nd [402], the chief object of interest at which is the "very fine house built in English style" of "Mr. Hamilton, an opulent merchant." This was, of course, the Hon. Robert Hamilton, M.L.C.¹⁴ Mrs. Simcoe¹⁵ in her Diary says, under date Monday, July 30th, 1792: "Mr. Hamilton has a very good stone house, the back rooms overlooking on the river. A gallery, the length of the house, is a delightful covered walk both below and above, in all weather." "The Diary of Mrs. John Graves Simcoe," p. 127. Col. Simcoe sent Major Littlehales¹⁶ (who Smith is careful to tell us was not his Adjutant but his Major of Brigade) to invite the party to dinner. After dinner he invited them to remain with him and consider themselves at home. The invitation was gladly accepted [403]. Mrs. Simcoe does not seem to have been favourably impressed with the visitors. She writes under date Monday, June 22nd, 1795: "The Duke de Liancourt arrived strongly recommended by the Duke of Portland, Mr. Hammond, etc.; therefore General Simcoe is obliged to pay every attention to him. He is attended by Mr. Gilmard, an Englishman, a French naval officer named Dupetit-Thouars, and M. de Blacons. Their appearance is perfectly democratic and dirty." Wednesday, 24th: "Monsr. Blacons returns immediately to the United States, where I hear he keeps a shop. Monsr. Dupetit-Thouars and Gilmard are going

to visit York." Monday, 29th: "The Governor took the Duke de Liancourt to see Forty-mile Creek. I dislike them all." Thursday, July 2nd: "The Governor returned . . ."

For the first time now, the Duke was made aware of Dorchester's orders of the previous October, and though he approved of these to the fullest extent as wise measures of precaution tending to avert a revolution, he was no little annoyed at Hammond for misleading him. However, he made the best of the situation and applied to Dorchester for a permit to enter Lower Canada, asking that an answer might be sent to Kingston [404].

A statement made by the Duke vigorously contradicted by Smith should be noticed. After saying that the two Provinces have a representative form of government, he makes the statement: "All the springs of this political machine are yet in the hands of the Governor-General." Smith says "the Government have not the power or influence to return one member to the House of Assembly to either Province"; and again, "the Government have not the power of bringing in any one member." The Frenchman was nearer to the truth than the Anglo-Canadian. The power of the Governor was such that except in times of great excitement, he could be almost certain to have a member returned whose election he sought. It is well known, for example, that Simcoe procured the election of Attorney-General John White, a complete stranger in the Province, as member of the first House of Assembly in 1792. See note²¹ post.

The translator does his author grave injustice in his pretended translation of La Rochefoucault's account of the "new Constitution of Canada" [408]. Smith's animadversions should have been directed against the translator not the author.

"The new Constitution of Canada" was given by the Canada Act, which caused the rupture between Fox and Burke, (1791), 31 George III, cap. 31. It may be well here to note its real provisions.

Sec. 1 repeals much of the Quebec Act (1774), 14 Geo. III, cap. 83.

Sec. 2 provides for a Legislative Council and an Assembly in each of the Provinces of Upper Canada and Lower Canada, with power to pass legislation valid when assented to by the Sovereign or the Governor or Lieutenant-Governor appointed by the Sovereign.

(Sections 3 to 12, inclusive, contain the provisions as to the Legislative Council.)

Sec. 3 gives power to the Sovereign to direct by Sign Manual the Governor, etc., to summon to the Legislative Council such persons not less than seven or more than fifteen as should be selected by the Sovereign.

Sec. 4 provides that no one shall be summoned to the Legislative Council under twenty-one years of age or not a British subject by birth, naturalization or conquest.

Sec. 5 makes the position of Legislative Councillor for life, subject to vacation in cases thereafter mentioned.

Sec. 6 empowers the Sovereign to annex to any hereditary title of honour in the Province, the hereditary right to sit in the Legislative Council. (This was, of course, by analogy to the House of Lords in the mother country; the power has never been exercised.)

Sec. 7 provides for forfeiture of this hereditary right.

Sec. 8 for loss of seat in the Legislative Council in certain specified cases.

Sec. 9 protects hereditary rights in certain cases of loss of seat.

Sec. 10 declares all seats and all hereditary forfeited for treason.

Sec. 11 provides for determining contested rights to seats.

Sec. 12—The Governor, etc., is to appoint the Speaker.

(Sections 13 to 25 inclusive contain the provisions as to the Legislative Assembly.)

Sec. 13 empowers the Sovereign to direct the Governor, etc., to call together an Assembly.

Sec. 14—And to divide the Province into Ridings, appoint Returning Officers, etc., for an Election.

Sec. 15—The R.O.'s to hold office for not more than two years from the commencement of the Act.

Sec. 16—No one to be compelled to be R.O. more than once.

Sec. 17—The whole number of representatives not to be less than sixteen in Upper Canada or less than fifty in Lower Canada.

Secs. 18 and 19 prescribe the Writs for Election and the Return.

Sec. 20—The electorate to consist of those owning land worth not less than 40s. (Sterling) per annum in country districts; in towns £5 (Sterling), or paying rent not less than £10 (Sterling).

Sec. 21 prohibits Ministers, Priests, Ecclesiastics and Teachers of any Church, or form of religious faith or worship from sitting in the Assembly. (This provision afterwards proved troublesome to the Methodists—some of their Local Preachers were compelled to vacate the seats in the Assembly to which they had been elected.)

Sec. 22—None under twenty-one or not a British subject to be allowed to vote or be elected.

Sec. 23—And no one attainted of treason or felony.

Sec. 24—An oath for voters is provided.

Sec. 25—Eight days' notice of the time of election to be given.

Sec. 26—And due notice of the sitting of Parliament.

Sec. 27—Parliament to be called together at least once every twelve months.

Sec. 28.—All questions to be decided by a majority of votes, the Speaker of Council or Assembly to have a casting voice.

Sec. 29.—Oath for Members of Council and Assembly.

Sec. 30—The Governor, etc., authorized to withhold assent to legislation or to reserve for His Majesty's consideration.

Sec. 31—The Governor, etc., to transmit to the Secretary of State all Bills assented to; these may be disallowed by His Majesty in Council any time within two years of their receipt.

Sec. 32—Bills reserved for His Majesty's pleasure not to have any effect until approval communicated to Council and Assembly.

Sec. 33—Laws in force at the passing of the Act to continue in force until repealed.

Sec. 34—The Governor, etc., "with such Executive Council as shall be appointed by His Majesty for the affairs of such Province" to be a Court of Appeal. (This, curiously enough, is the only mention of an Executive Council in the Act except in Secs. 38 and 50. Troubles over the Executive Council, its functions, power and responsibility soon developed and continued till after the Rebellion of 1837.)

Sec. 35—Certain previous regulations, etc., in respect of the Roman Catholic clergy to continue in force.

Secs. 36 and 37—For the support, etc., "of a Protestant Clergy," land to be allotted "equal in value to the seventh part" of lands "granted by and under the authority of His Majesty."

(The celebrated Clergy Reserves of one-eighth of the ungranted lands of the Crown, not one-seventh as ordinarily supposed, since the Reserve was to be one-seventh of the land granted, i.e., one-eighth of the whole. What was "a Protestant Clergy" was soon in dispute. The Church of England claimed a monopoly of the title, but on the advice of the Law Officers of the Home Government, the Church of Scotland had its claim allowed as being an Established Church, and as Protestant as the Church of England. Other and Nonconformist Presbyterians, Methodists, and some other religious bodies which believed themselves to be Protestant Churches and to have a Protestant Clergy then advanced claims, which were more or less assented to. At length, after being for years a constant source of irritation and contention, the "Clergy Reserves" remaining were applied to education purposes.)

Sec. 38—The Governor, with the advice of the Executive Council, might erect Parsonages and endow them for the Church of England,

Sec. 39—And appoint incumbents,

Sec. 40—Subject to the rights of institution, etc., of the Bishop of Nova Scotia.

Sec. 41—The provisions of Secs. 36 to 40, inclusive, to be subject to repeal or variation by the Provincial Parliament.

Sec. 42.—Certain Acts to be laid before the Imperial Parliament before receiving the Royal Assent.

Sec. 43—Land in Upper Canada to be granted in free and common soccage.

Sec. 44.—Existing grantees there may surrender their grants and receive new ones in free and common soccage.

Sec. 45—These new grants not to bar any existing right.

Sec. 46—The Imperial Parliament not to levy any tax, etc., except for the regulation of navigation, etc.

Sec. 47—All taxes levied for navigation, etc., to be applied to the use of the Province.

Sec. 48—Act to begin not later than Dec. 31st, 1791.

Sec. 49—Provincial Elections not later than Dec. 31st, 1792.

Sec. 50—In the interim, Governor and Executive Council may make temporary laws, regulations, etc.

It will be seen that while there may fairly be said to have been legislative power granted to Parliament, all executive power remained in the Governor, and neither he nor his Council was responsible to Parliament. Representative legislation there might be, but not Representative or Responsible government. The Point au Boudet mentioned in the translator's note * [407] is in the original Proclamation of Sept. 12th, 1791, Baudet, and is often spelled Bodet.

The Dr. Morse referred to in note † [407] and in note * [382] is Jedidiah Morse¹⁷ the geographer. On p. 474 of his Geography he bounds Canada "North by New Britain, east by the Bay of St. Lawrence, south by Nova Scotia¹⁸ and the United States, west by unknown lands." Of the population he says, "In 1784 a census of the inhabitants of the Province of Quebec was taken by order of Governor Haldimand, when they amounted to 113,012 English and French, exclusive of the Loyalists who have lately settled in the upper parts of the Province to the number, it is said, of 10,000" (p. 474).

[410.] The mistake of La Rochefoucault in supposing that Simcoe intended York (Toronto) to be the capital of Upper Canada is dealt with in Simcoe's letter to Phillips (p. 136, ante)—Simcoe always intended London to be the political capital.

In the translator's note † York is made N. by W., instead of N. by E. from Newark.

[411.] La Rochefoucault calls what is now known as the Grand River, "la grande rivière." The translator calls this "the Miami or Great River," then misunderstands his author and makes him say that the Thames is not far distant from this river. What La Rochefoucault says is, "This, whose source between Lakes Huron and Ontario not yet precisely known does not seem to be far from that of 'la grande rivière,' flows from the north toward the west a course of four or five (hundred) miles and empties into Lake St. Clair" (the word "cents" is omitted by a clear printer's mistake, faithfully followed by the translator). Smith castigates the Duke for the fault of Neumann, who makes precisely the same mistake of interpolation and mistranslation [449] with the same effect (or worse) upon Smith.

[413.] The hope entertained by Simcoe of drawing settlers from New Brunswick was not wholly vain. Many valuable immigrants (chiefly of United Empire Loyalist stock) came to Upper Canada—not that they could not endure the climate of that country (en trouvent le climat insupportable) perhaps, but for other reasons. It is possible that the immigration to Upper Canada in the same year as Simcoe's own arrival, of Christopher Robinson, the father of Chief Justice Robinson (who came by way of Lower Canada from New Brunswick); may have had something to do with these hopes.

[415.] The vast quantities of sturgeon then in Lake Ontario affording the means of rivalling Russia in the supply of caviare, should

be noticed. This fish is now almost unknown in Lake Ontario, and it seems destined to the same fate in the Lake of the Woods and some other Canadian waters. "'Tis true 'tis pity, and pity 'tis 'tis true."

[419.] Simcoe foresaw the Trent Valley Canal, only now approaching completion, giving direct communication between Lake Huron and the St. Lawrence River, "*par la baie de Quenti*." The last five words the translator omits for no apparent reason. The original does not contain these words later when speaking of the "communication between Lake Huron and Lake Ontario."

The plan of Simcoe to build "*galères, galiotes à bombes, chaloupes—canonnières*," at Chatham, take them down the Thames, up through Lake St. Clair and River St. Clair to Lake Huron, and thence by a canal to the Bay of Quinté and Lake Ontario is at least curious and interesting.

[421.] The translator more than once (as here) mistakes "*lieues*" for "*milles*"—probably in this instance from the occurrence of the word "*mille*" immediately before.

[423.] The mistake made by the traveller as to the power of Justices of the Peace to "assign" lands (*donner . . . un lot de deux cents acres de terre*) is corrected by Smith. The mistake is a venial one. The members of the Land Boards were all or nearly all Justices of the Peace, and their power was very great. It is not to be expected that a foreigner could distinguish between Justices sitting in the Quarter Sessions and on the Land Board.

The proceedings of these Land Boards have been printed by the Ontario Archives and will be found interesting reading.

The description given of the free grants of land in the translation is involved. What is meant is that while locatees are allowed to enter on and use the lands at once, they do not receive their patents promptly. The time during which they have not the legal title is more or less prolonged according to the will of the Council. So far as La Rochefoucault knows they do not receive before patent, the usual rights of property in the land, etc., etc. His view of the law as law is perfectly right: Smith tells us that the rigour of the law was not exacted "where the necessary improvement was made within the prescribed time or unless some trick was attempted on the Government in the true spirit of American land-jobbing." It will be seen what chances there remained of injustice, and that Smith's account of the common practice is no answer to La Rochefoucault's criticism of the law.

[426.] The North River, "*la rivière du Nord*" is the Hudson, so called by the Dutch of Manhattan in contradistinction to the Delaware which was regarded as the Southern boundary of the Dutch colony.

[427.] By Jay's Treaty, 1794, British subjects were at liberty to remain in Detroit after it was given up to the Americans. If they did so they were required to declare their intention to remain British subjects, and if they failed to do so within a year after the rendition of the place they were regarded as having chosen to become citizens of the United States. As Smith says, "The principal merchants who were settled in

Detroit did remove from the American to the British side" ("and," I add, "many who were not merchants"). Moreover, many of those who remained on the other shore registered their intention to remain British subjects. A list of over 120 names is to be found in Vol. 8 of the Michigan Pioneer Collections, pp. 410, 411. La Rochefoucault being then almost "a man without a country," although he records his great love for France, could not estimate at its proper value the intense love of the British for their own institutions. The same want of appreciation of the strong British feeling of Canadians has been manifested time and again by Americans—but a very small percentage of them even to-day have any conception of its power—the elemental and ineradicable determination of the Canadian to remain British.

[423.] The alleged hatred of Simcoe for the United States may be left to Simcoe himself to meet, as he does in his letter to Phillips (Note, p. 135, ante.) That he desired war with the United States is probably untrue; that he expected it and prepared for it is certain. But every other resident of Canada expected it also. The insensate hatred of Britain which characterized no small part of the American people made it certain (once Washington's hand was removed) that whenever it was thought success was assured, an attack would be made upon Canada. Upper Canada at least lived in daily apprehension of attack until at last it came in 1812.

The atrocious charge that Simcoe boasted of the number of houses he had fired during the Revolution he meets with spirit and truthfully.¹⁹ Smith's strictures are wholly called for; and it is difficult to account for La Rochefoucault writing as he did.

[431.] The description given of Mrs. Simcoe has drawn down on the Duke much condemnation by Smith and others. I confess I do not see anything discourteous or disrespectful in it, but *de gustibus non est disputandum*. That every one may judge for himself, I give the original French, Vol. II, p. 61:

"Madame Simcoë, femme de trente-six ans, est timide, a de l'esprit, est obligeante et bonne, parle peu, est occupée de ses devoirs de mère et de femme, qu'elle pousse jusqu'à être le secrétaire de confiance de son mari; son talent pour le dessein qu' elle applique au trace des cartes, lui donne aussi le moyen de lui être très-utile."

I have no doubt La Rochefoucault thought he was complimentary to Mrs. Simcoe, and I cannot see that he was not. Bearing in mind the existing conception of a woman's place and duties, the description seems to be that of a perfect wife and mother.

[431.] The translator has misunderstood what was said respecting taxes. What the Duke says is this, "Upper Canada pays no taxes to England. A duty upon wine, of fourpence per gallon on Madeira, twopence on other kinds, and a licence fee of thirty-six shillings, to which has been in 1793 added another of twenty shillings currency (\$4.00), are the only taxes levied in Upper Canada."

This is not quite accurate. Duties were levied upon brandy, rum, spirits, etc., under the Imperial Act of 1774, 14 George III, Cap. 88. And to these was added by the Parliament of Upper Canada in 1793, 33 George III, c. 10, the duty mentioned by La Rochefoucault of 4d. a gallon on wine the produce of the Island of Maderia, and 2d. a gallon on all other wine. The license fee required by Sec. 5 of the Imperial Act of 1774 from publicans of £1 16s. was increased by 20 shillings (this to continue to April 5th, 1797), by the Provincial Act of 1793, 33 George III, cap. 13.

In 1793 the Committee of Ways and Means in the Assembly reported in favour of a retail licence fee of £2, but finally the figure of 20 shillings, in addition to the £1 16s. of the Imperial Act, was agreed upon, the Receiver-General to be allowed to retain 3 per cent. of all money raised in this way.²⁰

Even at this early day there was a conflict between the Legislative Council, composed of men of the higher class, and the Assembly, the representative of the masses. The latter desired to place most of the duty upon imported wine; the former opposed this, and desired to raise most of the required revenue from the more democratic drinks and licence fees upon stills and taverns. The full story is yet to be told—when told it will prove amusing as well as interesting.

The money raised from the tax on wine and the additional licence fee was to be made into a fund for paying the salaries of the different officers of the Legislative Council and Assembly and the contingent expenses.

[432.] Halifax, Quebec or Canadian currency, in which a shilling was worth 20 cents, a pound \$4.00, remained in use till the middle of the 19th century. New York currency, in which a shilling (a York shilling or Yorker) was 12½ cents, a pound, \$2.50, was also known in many parts of Upper Canada quite as late.

[433.] What the translator calls “the High Court of Judicature” (the author “la cour supérieure”) was “His Majesty’s Court of King’s Bench for the Province of Upper Canada,” instituted in 1794 by the Act 34 George III, cap. 2. The three judges were the Chief Justice of Upper Canada and two Puisne Justices. At the time of La Rochefoucault’s visit the position of Chief Justice was vacant, Osgoode having gone to Lower Canada in 1794 and Elmsley not being appointed till 1796. The Court was presided over by William Dummer Powell (afterwards, in 1816, C.J.), who was “assisted” from time to time by a layman appointed temporarily, with no advantage to the Court and apparently for no purpose but to give the appointee some “honest graft.” (Peter Russell was the notorious sinner in this respect.) The translator interpolates “a Court of Chancery.” There was no Court of Chancery in Upper Canada till 1837, when Robert Sympson Jameson, husband of the authoress, Mrs. Anna Jameson, became Vice-Chancellor. Moreover, a Court of Chancery has no jurisdiction in cases of testaments, etc. What the author says is, “The Governor, assisted by whom he pleases,

holds court for wills, intestacies, orphans, etc.” This is not strictly accurate. The Statute of 1793, 33 George III, cap. 8, provided that the Governor should preside in a Court of Probate, that he might establish a Surrogate Court in each District, presided over by a Commissioner, with an appeal lying from each Surrogate Court to the Court of Probate. This system continued till 1858, when a system in substance the same as the present was introduced by the Statute 22 Vic., cap. 93.

[434.] John White was our first Attorney-General. He was killed in a duel by John Small, Clerk of the Executive Council, in 1800²¹. In early times offences against the person were much more leniently dealt with by judge and jury than offences against property. In the first criminal case in Upper Canada of which the report is extant, a coloured burglar was hanged.²²

“St. John’s” is a mistranslation for “Saint John,” and that a mistake for “New Johnstown.” New Johnstown, now Cornwall, received its name from U. E. Loyalist settlers from the Mohawk Valley, and was called after Johnstown, the seat of Sir John Johnston in New York. By a proclamation in 1788 Lord Dorchester divided the territory afterwards to become Upper Canada into Lunenburg from the eastern limit of the Province to the mouth of the Gananoque River; Mecklenburg, west to the mouth of the Trent River; Nassau, west to the extreme projection of Long Point on Lake Erie, and Hesse, west of that. These roughly corresponded to the chief settlements of the Loyalists near Cornwall, Kingston, Niagara and Detroit.

In 1792 the Act of 32 George III, cap. 8, changed the names of these Districts to Eastern, Midland, Home and Western, and directed that the gaols and court houses should be placed at New Johnstown (Cornwall), Kingston, Newark (Niagara), and for the Western District “as near to the present court house as conveniently may be” (this was at L’Assomption, now Sandwich).

La Rochefoucault has wrongly written “Saint John” for “New Johnstown,” and his translator has increased the error by writing “St. John’s.” St. John’s was a town in Lower Canada; we shall come across another misunderstanding of the same kind.

It is not the case that the division of Upper Canada into counties was purely military; and the counties were nineteen in number, not twelve. Upper Canada was divided into counties by Royal Proclamation by Simcoe, July 16th, 1792. These were:

1 Glengarry, 2 Stormont, 3 Dundas, 4 Grenville, 5 Leeds, 6 Frontenac, 7 Ontario, 8 Addington, 9 Lennox, 10 Prince Edward, 11 Hastings, 12 Northumberland, 13 Durham, 14 York, 15 Lincoln, 16 Norfolk, 17 Suffolk, 18 Essex, and 19 Kent. “Ontario” was composed of the Islands in the St. Lawrence west of the Gananoque River—our present County of Ontario had at that time few if any permanent inhabitants.

La Rochefoucault and his translator between them have rather misstated the law. The Act of 1793, 33 George III, cap. 1, provided for the Governor appointing a Lieutenant for each County and Riding—

apparently to take the place in this Province of the Lord Lieutenant of English Counties. This Lieutenant had the chief command of the Militia within his County or Riding, and had a Deputy Lieutenant to be appointed by himself with the approval of the Governor. This was the officer the translator calls "second-lieutenant," but La Rochefoucault gives him his proper title, "député-lieutenant." There was a general meeting of the Militia of each County or Riding at least once a year on the 4th June; all males capable of bearing arms from 16 to 50 were enrolled in the Militia, a fine of 20 shillings (\$4) being imposed for neglect to be enrolled. For non-attendance at the annual review the fine was \$8 for a commissioned officer, \$2 for non-commissioned officer or man. The penalty for not turning out in time of war, rebellion or other pressing emergency was £50 (\$200) for a commissioned officer (with dismissal from the service and future incapacity) and £20 (\$80) for non-commissioned officer or man—in default of payment of fine, 6 to 12 months in the District gaol. A "Quaker, Menonist or Dunker" paid \$4 per annum in time of peace, \$20 in time of war, for his exemption.

The Act of 1794, 34 George III, cap. 7, is fairly represented in the French text and translation.

[437.] The gross and dangerous misrepresentations of the dealings of the government with the Indians are exposed and justly censured by Smith. But they are on a par with charges made then and till the war of 1812 by many Americans.

The "Goochland" remark refers to what the Duke writes concerning his reception at Goochland Court-House, Virginia (which he calls "Gooekland Court-House"). In Volume 5 of the French edition, p. 5, he says, "The day was Court day at Gooekland. . . . It was near nine o'clock p.m. when I arrived. . . . The company was about to break up. . . . By my manner of speaking English to the landlord, the company easily perceived that I was a Frenchman. Then all got off their horses, pulled me off mine, pressed me in their arms and exclaimed, 'You are a Frenchman. Well, you are our dear friend; we would all die for any Frenchman; we are all good republicans; we would kill all the English; that would be fine, wouldn't it? Oh, our friend, our dear friend.' And one said to another, 'He is a Frenchman, the dear good fellow is a Frenchman. Because you are French, you must drink some grog (boivez du grog) with us.' And they pressed round me, drew me this way and that, shook my hand, 'Say, what do you want us to do for you? You are our brother.'" He adds, "Their drunken enthusiasm was a little too tender, but I could not be displeased at it. I confess that it pleased me in fact." All this was followed by "une enorme terrine de grog," of which the unhappy Frenchman was forced to take his full share with toasts to the French, to France, to America, to Virginia and to La Fayette. It was with difficulty that he escaped a second bowl of grog; but he had to take in the sight of one of his American friends who had left to fight "another drunkard" and who returned to the company in full battle array, that is to say, stark naked, covered with blood from a blow that had torn away part of his ear and

another on the eye, "qu'il avait hors de la tête." The "gouger" was in evidence on that Court day at Goochland.

[442.] The description of the Tuscarora manner of painting the body remind one of the story told of Joseph Brant.

During his stay in London, it is said, attending a fancy-dress ball, he dressed himself, at the suggestion of Lord Moira, in the costume of his nation, the Mohawks; he wore no mask, but painted one half of his face. A Turkish diplomat gave him great attention; mistaking his red and black face for a domino, he pulled his nose, intending to remove the mask and have a look at the face beneath. Brant pretended to be greatly incensed, raised his terrifying war-whoop and brandished his tomahawk around the head of the trembling Turk. But friends came around, the joke was explained, and all was well.

[445.] A fairly good description of a lacrosse game.

[447.] Colonel John Butler²³ is one among many Loyalist soldiers venomously assailed by American writers and charged with all kinds of villainy during the Wars of the Revolution. La Rochefoucault seems to have been filled with such stories, and to have given them full credence. Hardly even now are these valorous and loyal men receiving justice.

[450.] Even in describing Brant's²³ dress the translator cannot be faithful, and again Smith punishes the author for the other's fault—for it would seem that Brant did not wear knee-breeches, and was at least to that extent a *sansculotte*.

The treaty at Greenville followed Anthony Wayne's ("Mad Anthony") victory over the Indians at Maumee Rapids (Fallen Timbers). By this treaty a very large tract of territory was ceded to the United States.

This Treaty is spoken of in a despatch from Simcoe to the Duke of Portland, July 31, 1795. The Indian tribes are there stated to be "Wyandots, Delaware, Shawanoes, Ottawas, Chipewas, Potawatimes, Miamis, Eel River, Weeas and Kickapoos." (Can. Archives Report for 1891, p. 57.)

[451.] Why "L'Oiseau Noir," the nickname given by the Indians to Timothy Pickering²⁴ is translated "maize thief" I cannot say. Of course, the black bird, the crow, is a notorious maize thief, even if the blackbird (*merle*) is not. Pickering had as American Commissioner concluded a treaty with the Six Nation Indians in 1791. In 1793 he was a member of a Commission (the other two being John Randolph and Benjamin Lincoln) to treat with the Indians at Sandusky. Mrs. Simcoe notes in her Diary, Sunday, May 14th, 1793, that these Commissioners were entertained at the Governor's house at Newark, pending instructions from Philadelphia, the seat of Government of the United States. Their mission was not a success.

The only son²⁵ of the Governor, named "Tioga" by the Mohawks, was Francis Gwillim Simcoe, born at Wolford Lodge, Devonshire, England, June 9, 1791. His mother relates that though very shy and ungracious with all his own countrymen he was very friendly with the

Indians. When Simcoe determined to build a summer residence near York, he took up a lot of 200 acres for Francis on the River Don and built the residence there which in honour of his son he called "Castle Frank." The name still continues—the place is on the west side of the Don in the north part of the present City of Toronto, on a beautiful elevation, an ideal site for a residence.

Francis when a lad wished to become a sailor and his mother approved of the wish, but ultimately in 1811 he became Lieutenant in the 27th Foot, and was killed in battle at Badajoz in April of the following year, being not yet twenty-one.

[452, 3.] Colonel John Smith is accurately described as lieutenant-colonel in the fifth regiment. He never became colonel, but had the rank of lieutenant-colonel only. The colonel of the regiment at this time was Sir Alured Clarke, G.C.B., who, October 25th, 1794, succeeded Hon. Edward Stopford, who had ten years before succeeded Lord Percy (afterwards Duke of Northumberland).

The absurd story of Col. Smith clearing five thousand acres is justly corrected by his son. And the annoyance of that son (who laid it out) at the comparison of the garden with a French kitchen-garden is natural if amusing. Possibly the original French would have been less offensive, "*comme un potager français bien soigné.*"

The Slavery Act spoken of in the text is that of 1793, 33 George III, cap. 7, passed at the instance of Simcoe, the first Act of the kind in British territory and the first except one in all the world—Denmark passed her legislation a few months before. It prohibits the importation of slaves, forbids contracts of service for more than nine years, existing slaves in the Province remain such, but their children born after the Act became free at 25 years of age. This should be Simcoe's greatest title to fame; the Act could not have been passed but for his influence.

[457.] We have here an interesting contemporary account of the opening of a Session of Parliament. So far as is known, there is in existence no official report of the proceedings at that Session, those of 1795, 1796 and 1797 being lost.

The first Chief Justice, William Osgoode, had gone to Lower Canada in July, 1794, to become Chief Justice of that Province. His successor, John Elmsley, was not appointed November, 1796.

Smith's proposition that nearly all the members of the Assembly were in opposition, there being no such thing as a ministerial party, is interesting but illusory. There were always those who followed implicitly the wishes of the administration and those less subject to influence; it is, however, substantially true that there was not till later a well-defined party system.

[459.] Major Seward, of the 5th Foot, seems to be unknown to fame, but Robert Pilkington,²⁸ of the Royal Engineers, is mentioned more than once by Mrs. Simcoe. In September, 1793, he coasted the lake from Newark to York in two days; in March of the following year walked from Newark to York, and in May went to the Miami to

fortify the new fort which Simcoe built by order of Lord Dorchester. In February, 1796, he is mentioned as having waded across the entrance to Burlington Bay on his way from Niagara.

[460.] The four-day trip to Forty-mile Creek (Grimsby) is mentioned in Mrs. Simcoe's Diary, as we have seen. A picture of Green's house is given in Mr. Ross Robertson's book at p. 316.

I have not been successful in my efforts to find out more about Mr. Green; he is mentioned several times by Mrs. Simcoe.

[462.] La Rochefoucault says, "On y sème le bled et le seigle en Septembre," which is correctly translated, "Wheat and rye are sown in September," showing that the translator knew that "seigle" meant "rye." This makes it still more curious that he should have translated "froment," "rye" [587].

[465.] The regulations as to the practice of medicine and surgery at that time are to be found in the ordinance passed in 1788 in the old Province of Quebec. It was not till 1795 that the Province of Upper Canada passed its own Statute, 35 George III, cap. 1. At the time of this visit no person was allowed to practise without a licence from the Governor, which licence was to be granted without examination to all graduates of a British University and to all surgeons of the army or navy. All others were examined by a surgeon or surgeons appointed by the Governor.²⁷ But in the newer parts of the country this was to a great extent a dead letter. Anyone who pretended to medical knowledge practised without let or hindrance.

[470.] The Upper Canada Gazette, published at Newark, is not unfairly described in the text. There are still in existence Acts of the Legislature printed in 1793 by Louis Roy, Printer of the Gazette and Printer to His Majesty. These are very rare. The Sulpician Library in Montreal has the Statutes for 1792 and 1793 printed in 1793 by Louis Roy, which, so far as I know, is unique.²⁸

[471.] The animosity of the Canadian Loyalists toward their former country and countrymen was undoubtedly dying down. It probably would have entirely passed away in that or the succeeding generation but for the war of 1812—a wholly useless and resultless war.

[472.] The extent of the Clergy Reserves was not one-seventh of all the lands, but, as we have seen, one-eighth.

[473.] The translator had never seen a game of lacrosse, and did not understand what was meant. Speaking of the young men Rochefoucault says that they were sitting so far as there was room, "ou debout et reposés sur leur raquette," "or standing leaning on their crosse."

[476.] "Intermittent fevers"—fever and ague, caused by mosquitoes. These outlaws of creation were a pest; Mrs. Simcoe was tortured by them, and Gourlay twenty years later was sent to his bed by their stings. He says that it was this illness so caused which kept him in Canada beyond the few months originally intended. If that be true, all his troubles in and after 1819 were due to these insects.

[477.] The visit to York of Dupetit-Thouars and Guillemard is also recorded by Mrs. Simcoe.

The "Island" did not become an Island till the 50's, when a violent storm broke through the neck of the peninsula, forming the "Eastern Gap."

[478.] We must regret the bad "character" the original inhabitants of Toronto are said to have had. The Duke says, "*les habitans n'y sont pas, dit-on, de la meilleure espèce.*" And we shall have to let it go at that. But he is certainly wrong about "Batzy," "Baty," i.e., Berczy;²⁹ and one may be permitted to hope that he was in error as to *les autres habitans*.

[481.] The expectation that Canada would be severed from Great Britain has never wholly died out; "Manifest destiny" has been over-worked. But never has the determination of Canadians to remain Britons been stronger, never their loyalty to their Empire more enthusiastic than now when Canada is giving up her best and her bravest to suffer and if need be to die in the world struggle for democracy and righteousness, the Armageddon, beside which all other so-called Armageddons are but as childish scuffling.

[482, 3.] But the Duke was a better prophet than his critic when he foresaw Spain's loss of Florida and Mexico and Portugal's of Brazil.

The commendation of Major Littlehales was well deserved—all that is known of him whether in Canada or elsewhere is most creditable.

[483.] The "Onondago," upon which the travellers embarked "pour aller à Kingston" (not "at Kingston," as the translator makes it), was a two-masted, square-rigged schooner (a copy of a drawing of her by Mrs. Simcoe is given on p. 211 of Mr. Ross Robertson's book).

[484.] M. (Ensign) Lemoine, "of the 60th Regiment," married Susannah, a daughter of Sir William Johnston and Molly Brant, sister of Joseph Brant, at St. Mark's Church, Niagara, June 5th, 1793.

The time of passage of the "Onondago" between Kingston and Newark varied, of course, with the weather. In May, 1793, she made the trip in twenty-two hours, in June, 1794, fifty hours, according to Mrs. Simcoe. (Diary, etc., pp. 162, 248.)

[487.] The Cadogan (also spelled Catogan) was a tress of hair held by a knot. The word was introduced into the French and English languages in the 18th century and is derived from the first Earl Cadogan, who died in 1726 (Murray, Littré).

[489.] Cadarakwe (the final letter generally with the acute accent) is another form of Cataraqui.

[490.] It was a contemptible and ungentlemanly thing to do to disclose the petty "graft" (the word was then unknown, the thing is primeval and sempiternal) of poor Lieutenant Earl, but it cannot be said that Smith's excuse for the sailor is valid.

[498.] The mistake in writing "Queen's Bay" for "Bay of Quenty" is that of the translator—the French is clear, "*Dans la baie de Quenti.*"

"The middle district" is a translation of "*district du Milieu,*" i.e., "the Midland District."

[502.] While there was in 1795 an Ursuline Convent in Quebec there was none in Montreal: the female orders then in Montreal were (1) Ladies of the Congregation de Notre-Dame; (2) Grey Nuns; and (3) "Les Soeurs Hospitalières de Saint-Joseph" in the Hotel-Dieu. (M. Fauteux.)

[503.] Another instance of carelessness on the part of the translator is found here, duly noticed by Smith as an error of the author.

[505.] "Mr. Steward" is, of course, the Reverend John Stuart, the first incumbent of the Church of England at Kingston.³⁰

[507.] The shameful treatment of Loyalists in the Mohawk Valley and elsewhere in the United States is a matter of history—it cannot be either denied or justified.

[508.] La Rochefoucault is certainly right in saying that surgeons in the Kingston district contrived to get well paid for their trouble. The first medical case (of which the record exists) that was tried at Kingston was in the summer of 1790. In that case James Connor, a Surgeon, charged £50 (\$200) for "cureing a broken leg," and it was sworn by a reputable medical man that he would charge £30 (\$120) at least for each fracture for reducing it alone, and for medicine extra. Another said that the charges depended on the circumstances of the patient, say from £2 (\$8) to 100 guineas (\$420) for this kind of a case. He himself would think 30 guineas (\$126) to be the right fee for the case. It was said but not proved that a Montreal Surgeon would charge £50 (\$200) for "cureing a broken leg"; and sworn that in Upper Canada the usual fee was £10 (\$40) to £70 (\$280), according to circumstances. With the purchasing price of money at least twice that of the present day it cannot be said that surgeons were not liberally paid—"ils font payer cher leurs soins"—vraiment.³¹

[510.] Governor John Parr was Lieutenant-Governor of Nova Scotia from 1782 till 1791, Novr. 25, dying in office at Halifax, in the 66th year of his age. "During his administration, which was upwards of nine years, the welfare and happiness of His Majesty's subjects was his invariable study and pursuit," said the official Gazette. He had been a Lieutenant at the Battle of Minden, and had risen to the rank of Colonel. He was said to be simple and parsimonious. "He has left us no indications of extraordinary ability, but seems to have been the very man to suit the time in which he acted being plain, simple and diligent."

It was during his governorship that the extraordinary charges against two Justices of the Supreme Court were made by the Assembly, December, 1787. After an investigation by the Governor and his Council the two Justices, Deschamp and Brenton, "two old gentlemen . . . both highly respected and eminently loyal," were acquitted of wrongdoing. Upon this result being reported to the Assembly, 1788, that body approved the finding by a vote of 15 to 14. In 1790, thirteen articles of impeachment were laid against them and an enquiry with witnesses held by the Assembly in support. The impeachment was

directed to be heard and determined by the King in Council; in 1792 "the Committee of H. M. Privy Council before whom the charges exhibited by the House of Assembly against the assistant judges of the Supreme Court have been heard, have reported to H. M. that after a mature consideration of the subject, they cannot find any cause of censure against those gentlemen and consequently have fully acquitted them." The Report was approved and the matter dropped.

Murdoch's "History of Nova Scotia," Halifax, 1867, Vol. III, pp. 6, 60, 63, 66-72, 87-92, 97, 98, 101.

Of the son I can find no account.

[513.] The difficulties of Brock in getting the Militia to join him on his march against Detroit and other unpleasant experiences in the War of 1812, with laggard, recalcitrant and even disloyal Canadians, lend some colour to La Rochefoucault's idea that some of the immigrants from the United States "qui passent pour être loyalistes" would assist American invaders. Smith is right, however, in intimating that the Loyalists (proper, not simply those who passed for loyal) showed their firm attachment to British connection.

[518.] La Rochefoucault is wrong in supposing that it is the *betula lenta* which the Indians use for their canoes and wigwams—it is the *betula papyracea*. What the translator makes into a note is partly contained in the text, viz., that the wigwams were of the bark of the *betula lenta*. In that he is in error, but in his statement that the *betula lenta* is called by (some) French-Canadians "merisier," he is apparently right. "Merisier" (properly "a cherry tree") is applied to both the "bouleau élancé" (bouleau blanc or bouleau à papier), properly the yellow but sometimes the paper birch, and the "bouleau rouge" (bouleau merisier), cherry, black or mahogany birch. The former is sometimes called "merisier blanc," the latter "merisier rouge." "Le Parler Populaire des Canadiens Français," by Dr. Dionne, Quebec, Laflamme & Proulx, 1909; Provencher "Flore Canadienne," Vol. II, pp. 547, 548.

For the use of the *betula papyracea*, see Provencher, "Flore Canadienne," Vol. II, p. 547; Moyen, "Cours de Botanique," p. 254; Lafitau, "Les Mœurs des Sauvages américains, comparés aux Mœurs des premiers Siècles," Paris, 1723 (12mo.), Vol. III, pp. 185 to 197. The last named author, Joseph François Lafitau (born at Bordeaux, 1670, died there 1740), was a Jesuit and for some years attached to the Jesuit missions in Canada. On his return to France he published a book on "la précieuse plante ging-sang de Tartare" (gensing), which he had found in Canada; also the work above spoken of (in two volumes 4to and four volumes 12mo), a history of Jean de Brienne, Emperor of Constantinople, and a history of Portuguese discoveries in the New World. He was very competent to speak of the habits of the Indians in Canada. He says that all the Indians used the canoe birch (i.e., the *betula papyracea*), with the exception of the Iroquois, who sometimes used the bark of the elm.

[519.] The Canadian or Indian rice is now called *zizania aquatica*; it is not an *oryza*. While *folle avoine* properly means wild oats (avéron, aveneron, *avena fatua*), the term was and (occasionally at least) still is by French-Canadians used as synonymous with *riz du Canada*, I am informed by Prof. Robitaille, Professor of Botany at Laval University, that this usage has fallen into desuetude—that now the French-Canadians apply the name “folle avoine” to the *avena fatua*. See Provencher, *Flore Canadienne*, Vol. II, p. 665; Moyon, “Cours de Botanique, p. 321, for the use of “folle avoine.” At the time of the early settlement of Quebec the wild oat was not known in Canada, and its French name “folle avoine” was given to our wild rice *zizania aquatica* not wholly unlike wild oats in the grain; but the true “folle avoine” was introduced from Europe and the name was applied indifferently to both. Now the correct nomenclature has made and is making its way. It is not without interest that a well-known tribe of Indians, the Menominees, were known as “Les Folles Avoines.” The wild hemp spoken of is well known in Canada.

[521.] “Guansignougua,” where Captain Stone³² placed his mill, is, of course, Gananoque; “Gananowui” is another of a dozen ways of spelling the word.

[523.] “Theakiki River,” i.e., the Kankakee (it was also known as Kiakique, Teatiky, Theahiki).

The enormous difficulties of the fur trade and of internal communication on the continent are now a matter of history. It is, however, interesting to read how immigrants made their way to “the Illinois.”³³

The translator is again wrong, the author right, the Ottawa River was long called the Grand River. Another Grand River, still so called in the peninsula, Simcoe gave the name of the Ouse³⁴; but the name did not stick, it had the same fate as the name Newark which he gave to Niagara.

[524.] “Roe” Lake is a misprint for “Rice” Lake, i.e., Lake Puckaway.

[525.] The English generally sold rum to the Indians, the French brandy—many were the exhortations of the traders of the two nations against the evil effects of the “firewater” of the other; and both were right.

[526.] “Mr. Tode” may possibly be Mr. James Tod, Member of House of Assembly in Lower Canada, 1792-1796. Desjardins “Guide parlementaire historique de la Province de Quebec,” p. 126 (M. Fauteux). It is I think more likely that this was Mr. Isaac Todd, a merchant at Montreal, who got into trouble some years later (1806). See Kingsford’s *History of Canada*, Vol. VII, p. 501.

Isaac Todd was a prominent merchant of Montreal, a member of the firm of Todd & McGill who did a large outfitting business for the North-West (McGill, his partner, was the Hon. James McGill, the substantial founder of McGill University). There are many references to him in the *Wis. Hist. Coll.* See Index, p. 514.

[527.] The Treaty between Spain and the United States was concluded October 27, 1795, ratifications exchanged April 21, 1796, and the Treaty proclaimed August 2, 1796. It will be found at full length in the official "Treaties and Conventions concluded between the United States of America and other Powers since July 4, 1776," published by the American Government, 1889, at pp. 1006-1014. By Article IV., His Catholic Majesty agreed that the navigation of the Mississippi in its whole breadth from its source to the ocean shall be free only to his own subjects and the citizens of the United States unless he should extend this privilege to others by special convention.

[528.] The absurd suggestion that Lord Dorchester might have been influenced by a secretary or a mistress (!) is unworthy: it is hard to account for it—the suspicion that a French priest was at the bottom of it is quite characteristic. Although an emigré (at least in one sense) himself, La Rochefoucault had enough of the spirit of Revolutionary France to hate the priesthood, generally more loyal to the King than himself. Why any French priest should have a grudge against him does not appear.

There is no indication from any source that Lord Dorchester had become weak of intellect (*radoteur*), and he was the last man in the world to be influenced by secretary or anyone else, man or woman. If the manner in which the Duke had been received—willingly and delightedly on his part, at Goochland and elsewhere in the United States—came to the knowledge of the Governor-General—and that is not at all unlikely—he had ample reason for the exclusion of a Frenchman so ardent a friend of the United States.

[530.] Oswego was given up to the Americans the following year under Jay's Treaty.

[532.] The French hatred of Pitt then and for long after was as intense and indeed as well founded as that at present of another people seeking world-power for Grey. The cry was that England might have prevented the outbreak of the continental war then just as it is now a cry that she might have done so in 1914; England then used other peoples as her tools, as she does to-day:

No rogue e'er felt the halter draw
With good opinion of the law;

and always those who desire mastery of the world will rail at a nation which will not submit.

Perhaps the height of folly and absurdity is reached in the charge that the French marine corps was sent to their doom at Quiberon by the treason of a political party, for fear that the French navy might be re-established and the supremacy of the British fleet challenged. That fleet could and can take excellent care of itself.

The extraordinary Battle of Quiberon (1759), fought in the dark one autumn evening among dangerous rocks, in a severe gale and on a lee shore, was one of the glories of the British Navy and of Ad-

miral Hawke. Though the French suffered defeat, so severe, indeed, that their Navy remained quiescent for nearly four years, they suffered no dishonour, but gave a good account of themselves.

The Duke cannot refrain from casting a slur upon the Revolutionist, Robespierre, hardly cold in his grave—he died in 1794—by intimating his belief in an utterly baseless charge which was made in turn against every man of prominence in France in that bloody and turbulent time. La Rochefoucault himself did not escape the same charge, and his life gave much more ground for it than that of Robespierre. It is probable that no one hated the Duke with the intensity which characterized the hatred toward Robespierre of the Dantonists and the Hébertists; and, moreover, he was by no means of the prominence of Robespierre.

General Haldiman was, of course, General Frederick Haldimand³⁵.

[535] The interesting young man Mac-Donnall (which the translator renders Mac-Donald) was Angus Macdonell (of the Aberchalder family); his brothers were Colonel John Macdonell and Hugh Macdonell. The Speaker of the first House of Assembly was John Macdonell³⁶.

[540] The value of the Louis d'or was £1 2s. 6d. by Statute of 1795, 35 George III., Cap. 1, the Upper Canadian Statute.

The "South Sea" "*la mer du Sud*" toward (vers) not *to* which Mackenzie³⁷ took some French-Canadians, we know as the Pacific Ocean. Sir Alexander Mackenzie in 1789 went from Fort Chippewayan along the Great Slave Lake down the Mackenzie river (called after him) to the Arctic Ocean; in 1792 and 1793 from Fort Chippewayan, he crossed the Rockies to the Pacific Ocean near Cape Menzies.

[542.] The silly affectation which caused the change of the names of places was as marked in Upper as in Lower Canada—Toronto became York; Niagara, Newark; Frontenac or Cataraqui, Kingston; the La Tranche, the Thames; the Grand River, the Ouse; L'Assomption, Sandwich; Ganaraska, Port Hope, etc., etc. (See note ³⁴.)

[553.] "Bonduc" is defined by Littré, "*abrisseau epineux à fleurs leguminenses qui croît aux Indes (Guilandia bonducella).*" The generic name is generally given as *Guilandina*. "Bonduc" is also used in English instead of its English equivalent "nickar-tree" or "nicker-tree"—the specific name is given as *Bonduc* or *Bonducella*. Maria Riddell in her "*Voyage to Madeira*" (1792) speaks of a "*Guilandina moringa* or yellow-nickar." But La Rochefoucault does not mean that tropical plant.

The "*Bonduc* que les Canadiens appellent *bois chicot*" is apparently the "coffee-tree," *Gymnocladus Canadensis* of Lamarck, the "*Chicot du Canada*" (see Provencher, *Flore Canadienne*, Vol. I, p. 157). Macoun, "*Catalogue of Canadian Plants*," Vol. I, p. 123, gives this as growing very large at the north end of Pelee Island; also near Niagara, and two large trees close to Rideau Hall, Ottawa, p. 512, also abundant at Point Penetanguishene, Ontario. It is sometimes called *Guilandina dioica*; Provencher loc. cit.—this writer gives the habitat as "*lords des*

lacs Erié et Ontario, aussi à l'Isle Jesus." The translator takes it for one or other of the buckeyes or chestnuts.

"Le ecoomanthus ou bourreau des arbres" is, I think, not the five-leaved ivy (*Virginia creeper*, *Ampelopsis quinquefolia*) as the translator thinks. The name "bourreau des arbres" is given in French to several plants with winding stem which injure trees, amongst them the "célastre grim pant," *Celastrus scandens*, or climbing bittersweet. This is closely allied botanically with the *Euonymus*, and it may be that *ecoomanthus* is a misprint for the word *euonymus*. *Ecoomanthus* I can find no trace of. Our climbing bittersweet or waxwork has beautiful berry-like pods in autumn and it sometimes does harm trees. The *Virginia creeper* climbs trees but does not closely entwine them like the *celastrus*, and although it does have "grappes vertes," it can scarcely be called "bourreau des arbres." Provencher gives as the common French-Canadian name of the *C. scandens*, "bourreau des arbres"—that of the *Virginia creeper*, "vigne-vierge," Vol. I, pp. 124, 111.

"Ragoumimex" the translator has rightly corrected into "ragouminier," which is good French for minel or minel du Canada, "nom donné au cerisier Canadien appelé aussi dans son pays nega," as Littré has it. (Another form is "ragoumier.") The Canadian cherry is the *Cerasus Canadensis*, *Prunus borealis*, wild red cherry, bird cherry or more probably the *Prunus serotina*—or perhaps the dwarf cherry, "sand cherry," "cerisier nain du Canada" (*Prunus* or *Cerasus pumila*); Provencher, *Flore Canadienne*, Vol. I, p. 166 (see General Remarks at p. 188, post).

"Le bouleau noir" is the "betula lenta," the sweet, black, or cherry birch.

What the traveller means by "frangier" I do not know—the word is unknown to Littré and our Canadian botanists. The translator calls it the "papaw." The papaw is the *Asimina* of several species, and while growing west and south, the species *triloba* is indigenous in Canada: it is found near Queenston Heights, on Point Pelee and in the Townships on the Lake between Point Pelee and Amhersburgh, Macoun, Vol. I, p. 29; Dr. Dearness, of London, informs me it is indigenous in Essex County.

It has occurred to me that by "frangier," La Rochefoucault may mean the fringe-tree (*Chionanthus Virginica*) which Provencher, Vol. II, p. 389, says "reussissant difficilement sous le climat de Québec." I have not seen it so far north. (See General Remarks on p. 553, at p. 188, post.)

"Magnolia," translated "cucumber tree." Some of the magnolias are called "cucumber-trees" from the appearance of the young fruit. These are the *Magnolia acuminata* and the *Magnolia cordata*; the latter is found even in New England, the former in New York State, in the west and south. But there are several species of magnolias not called "cucumber-trees" but "umbrella-trees." None of these, it is said, is native as far north as Canada, nor is the great-flowered magnolia or the sweet magnolia; but Provencher, *Flore Canadienne*, Vol. I, p. 21,

gives the *Magnolia acuminata*, a cucumber tree, as occurring near the Falls of Niagara.

Ginseng, the *Aralia quinquefolia*, has been very common in parts of Upper Canada and is generally exported to China, although still a household remedy in some places.

The "capillaire," translated "maidenhair," is not, as the translator thinks, the *Adiantum* (not *Adiantum*) *Capillus-veneris* or Venus-hair—that is a southern plant and found only in conservatories in the north—but the *Adiantum pedatum*, our maiden-hair, capillaire du Canada, native in our shady woods. Its medicinal properties are probably the same as those of the *A. Capillus-veneris*, *Capillaire du Montpelier*, which is used as an expectorant and in pulmonary catarrh. The Thomsonian physicians do not seem to have discovered the virtues of maidenhair, although they used the betula, the celastrus and the ginseng mentioned by La Rochefoucault. Formius had the same opinion of *Adiantum* as a cure-all as Thomson had of lobelia or Joe Pye of "Joe Pye Weed," (*Eupatorium purpureum*).

[555.] The translator first mistranslates "Johnstown", "St. John's" and then corrects the author for his own mistake—it was New Johnstown (Cornwall) which was the "capitale du district inférieur du Haut Canada," "district town of the lower district (the Eastern, formerly the Lunenburg, District) of Upper Canada."

[556.] Within living memory stable manure has been dumped upon the ice of the Ottawa River, near Ottawa, as well as in the St. Lawrence.

[557.] "M. Fouzé," whom the translator calls "Mr. Touzy," was the Reverend Mr. Toosey (called "Tosey" by Mrs. Simcoe, p. 58), mentioned in the Quebec Almanac as far back as 1788 as Anglican Minister of Quebec. In the Québec Almanac of 1792 he is styled Commissary for Lower Canada and English Minister at Quebec. He was licensed by the Rt. Rev. Charles Inglis, first Bishop of Nova Scotia. August 8, 1789, and seems to have lived two miles from the town. He died about October, 1797. The Canadian Archives Report for 1913 has several memoranda concerning Mr. Toosey from the journals of Dr. Inglis (see p. 236, 237, 239, 240, 241); his death is referred to in Can. Arch. Report, 1891, at p. 159. He was succeeded as "Minister of the Protestant Church at Quebec" by Rev. Salter Mountain, nephew of Bishop Mountain.

[562.] After the death of Father Well in 1791, Father Casot was the sole surviving Jesuit—he was among the few Jesuits ordained in 1766 to perpetuate the Order. He had been a lay brother, and the charge that he was a "faux moine usurpateur" was made against him by Roubaud, his former colleague, who turned Protestant⁸⁸.

Bishop Charles Inglis tells us, under date June 19, 1789 (Can. Arch. Rep., 1913, p. 237), that Lord Dorchester "disapproves of grant of Jesuits' estates to Lord Amherst and agrees that it should be appropriated for a university. It amounts to between £1,000 and £2,000 per annum."

I can find no reason to suppose that it was Dorchester's dislike to Amherst which caused him to leave the Jesuits' estates in the hands of Father Casot, but no doubt that was part of the gossip of the day. The Lower Canadian Parliament was very strongly opposed to the grant to Lord Amherst, and it was considered a gross outrage that one person, however exalted and meritorious, should receive these properties, some of the best in the Province.

"As to the Recollets, there were more than two at the time of La Rochefoucault's travels in 1795. The convent of the Recollets, at Quebec, was burned down the 14th of September, 1796, and it was this event which led to the secularization of the Order in the same year. At the time of the fire, there were in the convent at least fifteen Recollet brothers. But outside the brothers, there were in the same time in Lower Canada at least five Recollet friars or priests. They were Father Carpentier, who died in 1798; Father Petrimoult, who died in 1799; Father Dugast, who died in 1804; Father de Berey, who died in 1800; and Father Demers, who died in 1813, the last surviving priest of his order in Canada. Perhaps we might add Father Veyssière, who died in 1800, but in 1795, he had left the Order since a long time and was a Protestant minister at Three-Rivers."³⁹

[563.] The translator, in speaking of the "priests of St. Sulpice," leaves out the words "de Paris." The fact is that "the Sulpicians established in Montreal never had anything to do with the Seminary of Quebec. The latter institution was under the direction of the *Seminaire des Missions étrangères de Paris*."³⁹

[565.] The tenure of land under the old régime was not suited to a democratic people, but the "Seigniorial Tenure," as it was called, did not disappear till 1854. It may be interesting to add here an account given of it and of the Canadians of the olden time by myself in an address before the Canadian Club of Toronto, Nov. 6th, 1911, on the "Constitutional History of Canada."

"The country was governed on feudal principles. In the country were the nobility—the noblesse—the seigniors who owned the land; they paid homage to the King, and had under them the peasants ('habitants' as they called themselves) to whom they leased land to be held on much the same terms as the lands were held by the peasantry in France. This seigniorial tenure was introduced substantially by Richelieu in 1627.

Not only did a Seignior when he succeeded to his estate pay homage to the King or other, his feudal superior, but when he sold or transferred his seigniorship he was obliged to pay a part, usually (at least in theory) a fifth part, of the purchase money to such superior. He also had the glorious privilege of being eligible to be appointed a member of the Superior Council—if the authorities saw fit—he might also have a commission in the militia—for in time of war all the inhabitants of Canada might be called upon to do service in the army under the Governor or other commander. Very often he did not own his land in the fullest

sense—frequently the Crown reserved mines, minerals, oak-timber and masts for ship-building, such lands as might be required for military purposes, and the like.

The Seigniors had in theory the right of dispensing justice, but that right was exercised by very few, and very seldom even by them.

The habitant as 'censitaire' (tenant) was under many feudal obligations familiar to readers of Blackstone—for example, he was bound to take his grain to be ground at the Seignior's mill, and to pay for such grinding. If he went to another mill, that did not relieve him from paying his Seignior all the same. If a habitant, being the feudal inferior, desired to dispose of the land which he held, he was obliged to pay a substantial part of the purchase money to the Seignior; and worse, the Seignior might himself take the land within forty days of the sale. He was liable to the *corvée*, or forced labour, for his Seignior, as in France; he must give the Seignior one fish out of every dozen of those caught in Seigniorial waters. Wood and stone might be taken from his land by the Seignior to build or repair manor-house, church or mill. . . . But they all loved Canada—'O Canada, mon pays, mes amours'—as their descendants do still—and no one can understand the depth of that devotion who has not mingled with 'les Canadiens.'

They were free, bold and adventurous, frugal, industrious and moral; and made the very best of soldiers for the kind of country in which they were called upon to fight.

Next to, if not indeed sometimes above the Seignior, was the Curé—sometimes the only one in a Seigniorship except (or possibly not even excepting) the Seignior who could read and write. The essentially religious character of the French-Canadian is seen in the high place the Curé held in his regard—a place which is little lower now than it was a century and a half ago. Indeed it has been said that the Canadian Curé exercised in Canada, the power in France of the King, the noble and the priest.

But neither priest nor peasant had any part in making the laws by which they both were governed; their government was arbitrary and military; they were accustomed to obey their superiors—and anything more unlike a constitution in our latter day sense than was the mode of government of that happy and fearless primitive people it would be hard to find."

[566.] The administration of justice was not at this time the same in Lower Canada as it was in Upper Canada. In the previous year, in Upper Canada the one Court of King's Bench having jurisdiction over the whole Province and sitting in Term at the Capital had been substituted as the sole Superior Court for the four local Courts of Common Pleas. In Lower Canada the former system continued.

In Reaumur's thermometer, still used in some countries, the freezing point of water is 0°, the boiling point of water 80°—in our common (Fahrenheit) thermometer the freezing and the boiling points are 32° and 212° respectively—in the Centigrade thermometer used every-

where in scientific investigations and in many European countries generally, they are 0° and 100° respectively.

As is stated in the note, 24° Reaumur = 86° Fahrenheit 28° Reaumur = 95° Fahrenheit; this temperature is a little high, but not without precedent in either Montreal or Toronto.⁴⁰

[567.] M. Fauteux shows that it is an error to say that the library at that time in Quebec, "est petite et généralement composée de livres français." The Catalogue published in 1796 shows English books 814, French 1001 in number.⁴¹

The statement of La Rochefoucault that hardly a single book had been printed in Quebec is correct *sub modo*—there are not many, but the translator is quite wrong in saying that there was none.⁴²

[568.] Smith corrects "Knott" into "North."

[569.] The characterization of the priesthood (which is omitted by the translator but which I have supplied) has called out much unfavourable comment by French-Canadians and others—comment, in my view, as just as it is unfavourable.

In that respect, I quote from a letter of Prof. Arthur Robitaille, Professor of Botany in Laval University; we can approve his every word, both as to the priests and as to the other French-Canadians.

"M'autorisant de la permission que vous m'avez accordée de vous proposer quelques remarques, si la chose me convenait, je me permettrai de vous affirmer, en toute sincérité, que La Rochefoucault n'est pas considéré comme un historien impartial: vous admettrez, sans peine, que ce n'est pas en passant dans un pays, en amassant, au hasard, certains détails, qu'on peut apprécier, à sa juste valeur, un peuple; les renseignements qu'il donne sur le peuple et le clergé canadien-français ne sont pas sérieux et des études plus approfondies, faites par des historiens modernes très au fait de la question, ont prouvé clairement l'inanité des conclusions de La Rochefoucault.

En effet, le peuple canadien a su être apprécié, à sa juste valeur, par les Gouverneurs Anglais, qui vinrent en Canada avec autre chose que des préjugés, et aussi par les historiens anglais. Et ceux-ci étaient, pour connaître et juger, plus à portée que ce Noble français, qui n'a fait que passer et dont l'esprit était imbu des préjugés qui poussaient la Noblesse française du temps de Louis XVI à regarder la plèbe comme une classe sociale inférieure à tous les égards.

Et le clergé canadien a-t'il eu en partage la déloyauté que ce monsieur lui attribue? Je n'en veux prendre qu'un seul exemple. En 1775, grâce à ce clergé si injustement calomnié, le peuple canadien, qui l'aimait, se laissa persuader et resta fidèle à la couronne britannique, et ils ne furent pas écoutés dans la campagne canadienne, ces appels vers l'indépendance; ces appels si souvent répétés par les voisins des Etats-Unis. Ce fait, et bien d'autres que vous connaissez, suffisent abondamment à montrer que le tableau, que ce passant a voulu tracer du peuple et du clergé canadiens, ne donne, en aucune façon, une idée juste et impartiale des Canadiens-Français de la fin du XVIII^e siècle."

“Availing myself of your permission to make such remarks as I should wish, I state in all sincerity that La Rochefoucault is not considered an impartial historian. You would readily agree that it is impossible to appreciate at their true value a people, by simply passing through their country and gathering a few chance details. What he reports of the French-Canadian people and clergy is not reliable, and the more profound investigations made by modern historians, thoroughly versed in the matter, have clearly proved the conclusions of La Rochefoucault wholly worthless.

In truth, the French-Canadian people have been appreciated at their true value by English Governors, who came to Canada with something other than prejudice, and by English historians. And did the Canadian clergy exhibit the disloyalty attributed to them by this gentleman? I give only one example. In 1775, thanks to the clergy so unjustly calumniated, the Canadian people who loved the clergy, hearkened to their persuasion and remained faithful to the British Crown; in the Canadian campaign they did not listen to the appeals toward independence so often repeated by their neighbours of the United States. This fact and many others which you know are abundantly sufficient to show that the picture which that passing traveller has painted of the French-Canadian people and clergy gives in no wise a just and impartial idea of the French-Canadians toward the end of the 18th century.”

It should, however, in fairness, be said, that La Rochefoucault, in speaking of Lower Canada, did not pretend to speak with knowledge at first hand. He had to rely upon information received from Guillemard (an English Huguenot) and others. There is no difficulty in producing statements made about that time by English-speaking persons concerning the French-Canadian people and clergy quite as severe as anything La Rochefoucault says—and more so. Nor are these statements confined to the 18th century; racial and religious prejudice dies hard.

However, it must be admitted the French-Canadians have always been and are abundantly able to take care of themselves.

[571.] Kadanoghqui—Gananoque.

[574.] Wolfslove—Wolfe’s Cove.

[575.] The author and the translator between them have made the places of origin of the furs rather obscure.⁴³

[576.] The Northwest Company and Frobisher and MacTavish were well-known at the time throughout Canada.⁴⁴

[579.] “Descend the river Utacoha”—“remontant la rivière Utacoha”—the last word a misprint for “Utawa,” i.e., the Ottawa.

[584.] The livre was 20 sols (sous); by the Upper Canadian Act of 1795, 35 George III, cap. 1, the value of the livre Tournois was fixed at 11 1-9 pence (Canadian or Halifax currency), i.e., almost exactly 18½ cents of our present money.

[587.] In the table of exports there are several mistakes on the part of the translator. "Froment" "wheat" he calls "rye." "Capillaire" he properly translates "maiden-hair," but adds the wrong species wrongly spelled—the "maiden-hair" here referred to is the Canadian maiden-hair, *Adiantum pedatum*. "Ginseng" for some reason he calls "Cast-iron." "Shookcasles" are no doubt "cask-shooks," i.e., staves, etc., for casks. "Banala" is not found in Littré or Murray and I cannot guess at its meaning.

[589.] He calls "chats musqués," "castors" instead of "muskrats." Possibly "Tigres," "Tygers" are "tigres marins," "sea lions," but the term "tigre" is applied to several fierce American animals such as the jaguar, the cougar and the chatpard or mountain-cat—it is much more likely that one of these is meant, probably the cougar.

The spelling "oursins" instead of "oursons" in the original may be noticed—the former now means "sea urchins," the latter "bear cubs."

What the author means by "open-cat" and "closed-cat" I do not know—perhaps the translator has hit upon the true meaning.

[591.] Of Count Andriani, Chester Martin, in his recent work, "Lord Selkirk's Work in Canada," Oxford University Press, Toronto, 1916, at p. 17, says:—

"It was in Switzerland in 1794 that acquaintance began with Count Andriani, the traveller, who was probably the first to direct Douglas's attention to the promise of the New World." A reference is made to MSS. Correspondence of Dunbar, Earl of Selkirk, and his sons, in the possession of Captain Hope, St. Mary's Isle, Kirkcudbright, Scotland.

Andriani is also mentioned by Dr. Reuben G. Thwaites in his "Long's Voyages," apparently, however, quoting La Rochefoucault, and also in the Wisconsin Historical Collections, Vol. XI, p. 125 n, explicitly quoting La Rochefoucault.⁴⁵

REFERENCE NOTES.

¹George Hammond, 1763-1853, born at Kirk Ella, East Yorkshire, educated at Oxford, went to Paris in 1783 as Secretary to David Hartley, Jr., one of the Peace Commissioners; 1788 to 1790, Chargé d'Affaires at Vienna; 1790 at Copenhagen and then to Madrid. In 1791 sent as Minister Plenipotentiary to Philadelphia (then Capital of the United States), the first British Minister there accredited. He married a Philadelphia lady, and was very popular until he insisted on the rights of the Loyalists. In 1795 he became Under Secretary for Foreign Affairs and had important missions to Berlin and Vienna. He retired in 1806, resumed his position in 1807, and finally resigned in 1809, after the Walcheren disaster. He rendered public service thereafter as arbitrator, etc., and died 1853.

There seems to have been some misunderstanding between him and Dorchester, on the subject of admitting aliens to Lower Canada, or possibly Dorchester was led by circumstances to change his mind. In any case, Dorchester was the ultimate authority as to such admissions; and the condition of Lower Canada, and the machinations of the French agents and sympathizers were such as to call for great caution. At the present time, it is not apparent that there would have been any danger in admitting La Rochefoucault but we do not know all the facts—Smith's suspicions, however, seem groundless. Dorchester's despatch to the Duke of Portland, July 25, 1795 (Dom. Arch. Rep. 1891, p. 106) gives no reasons: he asks that no more emigrants be allowed to come from the West Indies to Quebec. "Where they must be a burden and in which their presence may be pregnant with dangerous effect."

²Sir Guy Carleton, Lord Dorchester, 1724-1808, born at Strabane, joined the army at the age of 18, took part in the conquest of Quebec, 1759, in 1766 appointed Lieutenant-Governor and 1767 Governor-General of Quebec. He left Quebec in 1770, but was reappointed in 1775. In Montreal, at the time of the investment of Quebec by Arnold, he made his way to the latter city, passing through the enemy's lines in a whaleboat, disguised as a fisherman. His successful defence of Quebec put an end to the hope of the Revolutionists to add a fourteenth colony to their federation. In 1778 he was succeeded by Haldimand (see note ³⁵ post), and after valuable service in the American wars he was again appointed Governor-General in 1786. From 1791 to 1793 he was absent from Canada, but returned in September of the latter year, finally retiring in 1796.

He was a man of marked ability and scrupulous integrity. His knowledge of human nature and sympathy with men of all ranks and countries made him an exceedingly valuable governor. Had there been more like Carleton the course of history on this continent might have been materially different; and it is not too much to say that it is chiefly to him that the credit is due of keeping Canada under the British flag.

³John Graves Simcoe (1752-1806), born at Cotterstock, Northamptonshire, son of Captain John Simcoe (R.N.), who was killed at Quebec, 1759. Educated at Eton, he entered the army at the age of nineteen, fought through the American Revolutionary war, taken prisoner he narrowly escaped with his life. Exchanged, he rejoined the army and was among those surrendered by Cornwallis in 1781. He then went to England, was returned to the House of Commons and in 1791-2 became first Lieutenant-Governor of Upper Canada. The legislation during his regime is reviewed and discussed in a series of articles in the *Canadian Law Times* for 1913, "Some Early Legislation and Legislators in Upper Canada" (33 Can. L. T., 22, 96, 180). He returned to England in 1794 and was appointed Commandant of San Domingo. He went to England in 1797, and in 1806 was appointed Commander-in-Chief in India. He never went to India, however, but died in 1806 at Torbay. His career and character are fairly portrayed in his Life by the late D. B. Read, Q.C.

His services in the American wars are minutely set out in a volume which he had privately printed at Exeter in 1787. The title is "A / Journal / of the / Operations / of / the Queen's Rangers / from / the end of the year 1777 / to the / Conclusion of the late American War. / By Lieutenant Colonel Simcoe, / Commander of that Corps. / Exeter, Printed for the Author." 4to., pp. v. 1 to 184 with 48 pages of appendix. The quarto edition is very rare; most of the copies are the treasured possession of the descendants of Simcoe's officers—the copy I have used is the property of Mr. Æmilius Jarvis, Toronto; it is beautifully bound in contemporary calf, and printed on excellent paper. But an enterprising firm of publishers in New York issued an octavo edition in 1844 which is rather common, copies being occasionally offered for sale. "Simcoe's Military Journal / A History of the Operations / of a / Partizan Corps / called / the Queen's Rangers, / Commanded by Lieut.-Col. J. G. Simcoe, / during the War of the American Revolution. / Illustrated by ten engraved plans of actions, etc. / Now first published / with / A Memoir of the Author / and Other Additions, / New York: / Bartlett & Welford, / 1844." Cloth, 8vo., pp. xvii + 14 to 328. (A copy is in the Osgoode Hall Library.)

Simcoe in his dignified letter to Phillips, confidently appeals to his record as refuting the calumny of La Rochefoucault in respect of boasting about burning houses during the Revolutionary war—the episode he cites is to be found in p. 42 (I cite the octavo edition as being more easily procurable). On pp. 40, 41, it is related that Simcoe threatened the wife of a franc-tireur to burn her husband's house (to deter others) if it were shown that he had shot at some British boats from ambush. But the proof failed and the house was not fired. On pp. 115, 116, he is said to have told certain women to inform some four or five people who were lurking on his rear "that if they fired another shot he would burn every house which he passed." A man or two had been wounded, but the threat seems to have been effective.

Simcoe was taken prisoner after his horse had been shot under him (pp. 116-117). A boy was about to bayonet him as he lay insensible, but was prevented by one Marineer, a refugee from New York, in command of the detachment, who said, "Let him alone, the rascal is dead enough"; another person regretted that he had not shot him through the head, which he would have done had he known him to be a colonel, but he thought "all colonels wore lace" (p. 264).

In December, 1782, the Queen's Rangers, cavalry and infantry, were honourably enrolled in the British Army. At the Peace, the regiment was disbanded and most of the officers received land in the loyal provinces. The charge that Simcoe desired war with United States is almost wholly due to La Rochefoucault—whether there was an honest misunderstanding cannot now be determined. There is nothing in Simcoe's long and active public life to indicate that he had any such wish.

⁴ Genet—Edmond Charles Genest (or as generally written in English, Genet), 1765-1834, born in Versailles, showed Republican opinions at an early age. Being appointed Chargé d'Affaires at St. Petersburg in 1789, he became distasteful to that court. Returning to France he was appointed Ambassador to Holland, but before he could go there he was appointed Minister to the United States in 1792. Received everywhere with enthusiasm he seems to have lost his head. He began and continued a course of conduct most irritating to Washington and wholly contrary to the rules of international law, and even to a decent regard for the country to which he had come. He openly maintained that it was the duty of the United States to side with France against Britain; he fitted out privateers at Charleston to cruise against nations at peace with the United States, and seemed to think the United States a mere adjunct to France. Ultimately, Washington could stand him no longer and demanded his recall.

Genet, on being recalled did not return to France but settled in the State of New York, became naturalized and married an American lady, the daughter of George Clinton, dying at Schodack, Rensselaer County, New York State.

⁵ Fauchet, his successor, was almost equally noxious, but seems to have restricted his efforts to New Orleans. He did not remain long, giving place to Adet.

⁶ Pierre Auguste Adet, 1763-1832, born in Nevers, France, sent by the Directory to the United States as Minister Plenipotentiary in 1795; he was continually thereafter a thorn in the side of the American administration, endeavouring to force the country to take the side of France. Before his return on his recall in 1796, he issued an inflammatory address to the people of the United States. During most of his stay in the United States he was engaged in intrigue against British rule in Lower Canada. After his return to France he adhered to Napoleon, but attained no eminence. An able chemist, he invented a very curious system of chemical signs which had no great vogue and is now quite forgotten. Kingsford, *Hist. Can.*, Vol. xii, pp. 441, sqq., has some reference to this Frenchman. See also my paper, *Roy. Society of Canada*, 1916, "The Trial of David McLane" and note⁷ post.

⁷ David McLane (the name is variously spelled), born in Boston, afterwards in business in Providence, Rhode Island, was apparently employed by Adet to raise disaffection in Lower Canada. At all events, he did try to do this. Being apprehended, he was tried at Quebec for High Treason and convicted July 7th, 1797, the first trial for this offence on this continent. He was drawn to the place of execution on the glacis of Quebec upon a hurdle, July 21st, hanged, cut down, beheaded, part of his bowels burned and nicks cut in the four quarters of his body with a knife, symbolical of the quartering to which he had been sentenced. See my paper on this trial in the *Roy. Soc. Canada's Transactions*, 1916.

⁸ Guillemard, was a young Englishman of Huguenot descent, amiable, intelligent, pleasant, good company and fond of travel. He had come to America solely from the love of travel and not to make money. He was well-off and did not require any access of fortune. La Rochefoucault congratulates himself on finding such a travelling companion. It will be seen that La Rochefoucault depended to some extent upon Guillemard for his information concerning Lower Canada; it is not unlikely that Guillemard's Huguenot extraction led him to do some injustice to the French-Canadian priesthood.

⁹ Dupetit-Thouars, a naval officer, has been spoken of already in the Introduction, q.v. p. 7, ante.

¹⁰ De Blacons has also been there spoken of. Mrs. Simcoe was informed that he kept a shop in the United States and this information was quite correct; he kept a haberdasher's shop in partnership with another French immigrant.

¹¹ Poudrit was a French-Canadian who had married an Indian wife; one Mr. Chipping had supplied him as a guide to La Rochefoucault, giving at the same time the erroneous information that Poudrit had adopted Indian customs in their entirety—"pour suivre une squawh (c'est le nom des femmes indiennes) dont il était amoureux." However, he seems to have guided the travellers satisfactorily over and through the deserts of Western New York.

¹² Captain Pratt does not seem to have taken any active part in public affairs in Upper Canada—I do not find him mentioned in any of our early records. Perhaps he just attended to his business as a British officer.

¹³ Captain James Mathew Hamilton, an Irishman, born at Donaghadee, County Down, 1768. He became an officer in the Fifth Regiment of Foot. Being stationed at Mackinac, he was married there by Dr. David Mitchell, the Regimental Surgeon, to his daughter Louisa. For the greater caution, they were remarried by the Rev. Robert Addison, at St. Mark's Church,

Niagara, August 24th, 1792. (See my article "Some Early Legislations and Legislators in Upper Canada," 33 Can. L. Times, at p. 101.) He and his wife were great friends of Mrs. Simcoe, who speaks in her Diary of them more than once.

¹⁴Robert Hamilton was a Scottish merchant of very high character. He was appointed one of the first Legislative Councillors of Upper Canada by Simcoe, in 1792. He had been in partnership with Hon. Richard Cartwright and generally saw eye to eye with him: Simcoe thought them both Republicans, an unfounded suspicion. He and his family (one of his sons, George, was the founder of the present city of Hamilton), played a very active and creditable part in our nascent province.

An account of this eminent man will be found in Miss Janet Carnochan's "Queenston in Early Years" in No. 25 of the publications of the Niagara Historical Society. See also Robertson's History of Freemasonry in Canada, Vol. 1, p. 468. A portrait and sketch are given in the Buffalo Hist. Soc. Publications, Vol. vi, pp. 73-95.

The amount of toll referred to, p. 398, as to be taken by grist-millers was fixed by Statute in 1792 (32 George III., cap. 7), at one-twelfth. It is said that it was proposed that the amount should be one-tenth but that friends of the millers stood out stoutly for one-twelfth. The toll for saw-millers was a matter of custom and not of statutory provision. The rate one-half said to be charged at the Niagara seems to have been common. See what is said about Captain Stone (not Store) and his sawmill on the creek of Guansignouqua (Gananoque) at [521], [522].

¹⁵Elizabeth Posthuma Gwillim, wife of John Graves Simcoe was born in 1766 at Whitchurch, the daughter of Lieutenant-Colonel Thomas Gwillim, a posthumous child. She married John Graves Simcoe in 1782, and survived till 1850, when she died at Wolford Lodge, not far from Exeter, her husband's estate.

She accompanied her husband to Upper Canada; her diary has been edited with great skill and care by Mr. John Ross Robertson, a true labour of love. This work cannot be neglected by any student of early times in Upper Canada, the letterpress and the illustrations (many of them from drawings by Mrs. Simcoe) being equally excellent. "The Diary / of / Mrs. John Graves Simcoe, / Wife of the / First Lieutenant-Governor of the Province / of Upper Canada, 1792-6. / With Notes and Biography / by / J. Ross Robertson, / and two hundred and thirty-seven illustrations, including / ninety reproductions of Interesting Sketches / made by Mrs. Simcoe. / Toronto: / William Briggs, / 1911." Cloth, 8vo., pp. xxix + 440.

¹⁶Edward Baker Littlehales (eldest son of Baker John Littlehales), Military Secretary to Simcoe, accompanied him on his trip from Newark to Detroit in 1797. After returning to England he was advanced in rank to a Colonelcy. In 1801, he became under Secretary for Ireland, remaining such till 1820. In 1802 he became a Baronet and in 1817 assumed the name Baker instead of Littlehales and became Sir Edward Baker Baker, Bart. A man of much tact and bonhomie, he deserved all La Rochefoucault's eulogy and more.

¹⁷Jedidiah Morse, born in Woodstock, Conn., in 1761, died 1826; he was a Congregational minister and a successful teacher. He wrote a History of New England, Annals of the American Revolution and a number of biographies.

His geography was well and favourably known; the work cited by the translator is not the folio Morse's Geography, which many of the senescent will remember as being in common use in the schools of Upper Canada half a century ago and more (before the advent of Dr. Hodgins' Canadian work), but an octavo. My own edition was printed in London for John Stockdale, Piccadilly, and bears date 1792.

¹⁸It must be remembered that till 1784, Nova Scotia included what is now called New Brunswick. Morse does not anywhere in this book recognize New Brunswick but treats of the whole territory as Nova Scotia (pp. 475, 476). New Britain, he describes (p. 473) as "all the tract of country which lies north of Canada, commonly called the Eskimaux Country, including Labrador, New North and South Wales, said to be 850 miles long and 750 broad." The map shows New South Wales west of James Bay.

¹⁹The account of Simcoe's services in the war of the American Revolution must be read with caution. See note ³ p. 172 ante and Simcoe's letter to Phillips, pp. 134, sqq., ante.

²⁰See an account of this and other legislation in a series of articles in the *Canadian Law Times*, 1913. "Some Early Legislation and Legislators in Upper Canada," already mentioned (33 Can. L. T., pp. 22, 96, 180).

²¹John White, an English Barrister admitted of Gray's Inn, but apparently called by the Inner Temple, 1785, who came to Upper Canada in 1792 as the first Attorney-General. (His diary is extant, but as yet unpublished). Through the influence of Lieutenant-Governor Simcoe, he became a member of the House of Assembly for the first Parliament; and he took an active part in legislation. His health was not very good and he seems to have been of a quarrelsome disposition. In 1800, January 3rd, he was killed in a duel by John Small, Clerk of the Executive Council (whose wife he had traduced), and in 1871, his bones were dug up from their first resting place and reburied in St. James' Cemetery. See my "Legal Profession in Upper Canada in Early Times," Toronto, 1916, at pp. 151-153.

His account of the difficulty of convicting those charged with crime in Upper Canada sounds odd at the present day but is amply borne out by his diary—of all those noted as having been prosecuted by him from July, 1792, till January, 1794, only one was convicted. Shortly after this time, the disposition of juries seems to have changed or possibly the judges became more efficient, for there has not for a century been any real ground for complaint (except in rare cases) of undue leniency on the part of juries.

²²The coloured burglar was Josiah Cutan, tried at L'Assomption (now Sandwich), September 7th, 1792, at the court of Oyer and Terminer for the District of Hesse, before William Dummer Powell, then the first (and only) Judge of the Court of Common Pleas for the District of Hesse, and a jury. Powell at the time of La Rochefoucault's visit was the only Justice of the Court of King's Bench; he afterwards became Chief Justice of Upper Canada.

The prisoner was apprehended shortly after midnight, and while he denied having stolen them, admitted that he had *taken* some articles found in a bag, "some smoked skins, and two kegs of rum and a bundle of peltry" from the house or shop of Joseph Campeau of St. Anne's, trader; and he also admitted that he had broken into the shop at night with an adze, forcing open the door. The jury found him "guilty of the burglary and felony whereof he stands indicted."

Being called to the Bar to receive sentence he was thus addressed by Mr. Justice Powell:

"Josiah Cutan, you have been found guilty by the verdict of twelve good and impartial men upon the plain evidence of your own voluntary confession, in addition to other proof, of having committed on the eighteenth of October last, a burglary in the house of Joseph Campeau. This crime is so much more atrocious and alarming to society as it is committed by night when the world is at repose and that it cannot be guarded against without the same precautions which are used against the wild beasts of the forest, who, like you, go prowling about for their prey. A member so hurtful to the peace of society, no good laws will permit to continue in it; and the Court in obedience to the law, has imposed upon it the painful duty of pronouncing its sentence, which is that you be taken hence to the Gaol whence you came, and thence to the place of Execution, where you are to be hanged by the neck until you are dead. And the Lord

have mercy upon your soul." He was duly executed at an early day—it was not the custom in those days to fix the day of execution, and the sheriff carried out the sentence at a convenient and early day (generally the Monday following the sentence).

The proceedings at this Court are to be found in the Ontario Archives; a copy is in the Riddell Canadian Library at Osgoode Hall, Toronto.

It may be noticed that the prisoner was not defended by counsel, and indeed the only lawyer then practising at Detroit and Sandwich was Walter Roe, Clerk of the Court of Oyer and Terminer; and he conducted the prosecution.

²³ John Butler, born at New London, Connecticut, in 1728 (the eldest son of John Butler, an Irish Officer), educated at Connecticut, became Captain in the Indian Department under Sir William Johnson in 1755 and distinguished himself at the disastrous battle of Crown Point in that year. He served under Abercromby at Ticonderoga and Bradstreet at Fort Frontenac, then went with Johnson to Fort Niagara as second in command of the Indian forces.

In 1760 he went with Amherst to Montreal as second in command of the Indians; and thereafter was engaged in connection with the Indians for the remainder of his life, his knowledge of several Indian languages rendering him an invaluable agent.

He took the Loyalist side in the American Revolution, and raised the celebrated corps, "Butler's Rangers," whose activities and successes were marked. His son, Walter, was equally active; and sometimes certain of his actions have been credited (or rather debited) to his father.

Settling at Niagara after the war, he continued in the service of the Crown until his death in May, 1796, and was interred in the family burying ground near Niagara.

"A fat man below the middle stature, yet active; through the rough visage of the warrior showing a rather agreeable than forbidding aspect. Care sat upon his brow. Speaking quickly, he repeated his words when excited. Decision, firmness, courage were undoubted characteristics of the man." So wrote one who owed him no love—Miner, the local historian of Wyoming.

"History / of / Wyoming / in a series of Letters / from / Charles Miner / to his Son / William Penn Miner / . . . Philadelphia / published by J. Crissy, No. 4 Minor Street / 1845"—the description is given at p. 236. This local history seems to have been written in good faith; but much gossip is set down as sober history. A copy is in the Riddell Canadian Library, Osgoode Hall, Toronto; the book is not common.

Many wholly groundless charges were made against Butler, as against most loyal officers, by the Revolutionists.

A fairly full and (I think) wholly accurate account of Butler and his services will be found in Lieutenant-Colonel Cruickshank's "Butler's Rangers," published by the Lundy's Lane Historical Society. Robertson's "Freemasonry in Canada," Vol. 1, p. 470, has also a short account of him.

Joseph Brant (Thayendanegea), a Mohawk Indian born on the banks of the Ohio about 1742 when his parents were on a hunting expedition, their home being at the Canajoharie Castle. His father dying when Joseph was young, his mother married an Indian whose Christian name was Barnet or Bernard contracted to Brandt or Brant. Joseph took this name, which was spelled both ways. Smith calls him "Brandt," but the usual and correct spelling is "Brant."

He was sent to a school at Lebanon, Conn. (the original of Dartmouth College) by Sir William Johnson and became a devout Christian. He took an active part in the Revolutionary War. Campbell's calumny of him in "Gertrude of Wyoming," "the monster Brant," was conclusively disproved and Campbell apologized most handsomely for his mistake—but Brant did lead his Indians in some incursions of less note, and was not wholly destitute of the sternness of the Redman.

He came to Canada a leader of the Six Nations, and continued to the end of his life to be a devoted adherent to British rule—a myth (not yet dead) to the contrary among certain Americans, notwithstanding.

He visited England in 1786 and was received with great distinction. He died in 1807.

A very full account of his life has been written by Col. William L. Stone, a work readily available. Much inaccuracy has been exhibited by some Canadian writers, *e.g.*, he is made a hereditary chief, which he was not; he is represented as fighting in the war of 1812, which, indeed, his son did, etc., etc. Brantford is called after him. His sister Molly was Sir William Johnson's "Indian wife," and bore him many children.

²⁴Timothy Pickering, 1745-1829, born in Salem, Mass., educated at Harvard, where he graduated 1763, admitted to the bar, 1768; became judge of Court of Common Pleas for Essex County 1775. He took the continental or revolutionary side in the disputes with the mother country, and in 1776 was placed in command of a regiment. He served during the whole war and at the conclusion of peace became a commission merchant in Philadelphia, removed in a short time to Wilkesbarre. He was a delegate to the Constitutional Convention of Pennsylvania. Later he became a Commissioner to treat with the Indians and concluded several treaties with them in 1790, 1791 and 1794—he received the name "Black Bird" from the Indians with whom he had dealings. Mrs. Simcoe notes in her diary, May 14th, 1793, the arrival at Navy Hall of "John Randolph, . . . a Virginian, Benjamin Lincoln and Col. Timothy Pickering, . . . both of Massachusetts, New England. Col. Simcoe calls the latter my cousin, his ancestor left England in Charles 1st's reign and this gentleman really bears great resemblance to the picture Mr. Gwillim [a relative of Mrs. Simcoe's] has of Sir Gilbert Pickering." These three Americans were Commissioners appointed by the United States to treat with the Indians at Sandusky; they were courteously entertained by Col. and Mrs. Simcoe. They attended a ball and supper and were struck with the beauty of the Canadian ladies there.

Pickering afterwards became Postmaster General, Secretary of War, Secretary of State, Senator and Representative; he opposed the war in 1812. See "Life of Timothy Pickering," by his son and others, Boston, 1867, 1873.

²⁵Two other sons were afterwards born to Simcoe—John Cornwall in July 1798, and Henry Addington in 1800; the former died young, the latter survived till 1868. There were also eight daughters.

²⁶Robert Pilkington, born at Chelsfield, Kent, 1765, educated at the Royal Military Academy at Woolwich, became Second Lieutenant in the Royal Artillery, 1787; two years after he exchanged into the Royal Engineers, came to Canada 1790 and was stationed at Quebec. He was promoted First Lieutenant 1783, in which year he joined Simcoe's staff. In 1794 he built Simcoe's Fort on the Maumee; he was on the staff till 1796, and became Captain Lieutenant 1797; Captain 1801. Leaving Canada in 1803, he was stationed for special service at the Waltham Abbey Powder Factory. Lieutenant-General in 1809 he took part in the Walcheren expedition, and was wounded at Flushing. On his return to England he filled several offices of high and responsible command—finally, in 1832, becoming Inspector-General of Fortifications. He died in London in 1834. "Dictionary of National Biography," Vol. xlvi, pp. 299, 300. Mr. Ross Robertson also speaks of him, "Diary of Mrs. Simcoe," p. 192.

He seems to have been an active and useful public servant.

²⁷See an article in the *Canadian Journal of Medicine and Surgery*, September, 1911, "The Medical Profession in Ontario."

²⁸A photographic copy of this is in the Riddell Canadian Library at Osgoode Hall.

²⁹William Berczy, born in Saxony in 1749 or possibly a little earlier. While very young his family removed to Vienna; both his father and his uncle were in the employ of the State and represented Saxony at Vienna. He was educated at Leipsic and Jena, and travelled much in adjoining coun-

tries. He went to Switzerland and Italy; thence to London, where in 1791 he was engaged by an Association, at the head of which was Sir William Pultney (afterwards Earl of Bath), to secure from Germany, settlers for a tract of land in the Genesee Valley, New York, which had been granted to the Association. In 1792 he brought about sixty German families from Hamburg by way of Philadelphia to the Genesee Valley.

Charles Williamson, whom La Rochefoucault calls Captain Williamson [478-9] was the chief agent of the Association at the settlement. Berczy and he disagreed, and Berczy brought his people (or most of them) to Upper Canada in 1794 under an arrangement with Governor Simcoe.

The Township of Markham, in the County of York, was selected, and there Berczy settled some sixty-four families. Difficulties arose about the patents for lands, and Berczy was compelled to appeal to the Home authorities, with some temporary but little ultimate success. The story is not pleasant reading.

Considering himself wronged by the Upper Canadian Government he left the Province in 1805 to reside in Montreal—there he employed his talent for painting to earn a livelihood.

In 1812 he left for New York, where he died in 1813.

He was an able, active business man, honourable in all his dealings so far as known. La Rochefoucault seems (as often) to have accepted the statements of an enemy as giving a fair representation of character. Those interested in Berczy and his settlement may consult Morgan's "Sketches of Celebrated Canadians," 1862, pp. 110-113; Robinson's "History of Toronto and County of York," 1885, Vol. 1, pp. 114 sqq.; Canniff's "Early Settlement of Upper Canada," p. 363; Miles & Co. "Atlas of the County of York," 1878, pp. xiv, xv.

³⁰ John Stuart, 1740-1811, born at Harrisburg, Pa., the son of Andrew Stuart, a Presbyterian. Desiring to join the Church of England, he went to England and received ordination in 1770. Returning as a priest, he became a missionary to the Indians on the Mohawk River, Fort Hunter, where he served for seven years, translating the New Testament into the Mohawk language. He remained loyal on the breaking out of the Revolutionary war, escaping to Canada, St. John's, in 1781 where he became Chaplain to a Provincial Regiment. Settling permanently in Kingston in 1788, he became the first incumbent of the church there in 1791. His son, George O'Kill Stuart, Archdeacon of York, is better known. See Miss Machar's "Story of Old Kingston," pp. 161, 162; Morgan's "Sketches of Celebrated Canadians," p. 126.

³¹ See an article in the *Canadian Law Times* for July, 1915 (33 Can. L. T., 580), "The First Medical Case in the Province."

³² Joel Stone of Gananoque, born at Guilford, Connecticut, 1749; a direct descendant of William Stone, who sailed from London, England in 1639. Stone's father, Stephen Stone, removed with his family from Guilford to Litchfield in 1751 and there the lad grew to manhood. He went into business in that town but soon was forced to leave Litchfield on account of his loyal sentiments freely expressed. Going to the British lines in New York, he took up arms and reaching the rank of captain continued to serve the King until the evacuation of New York by the British troops. In 1783 he sailed to England but came thence to Canada in 1785 or 1786. He determined to take up the land to which he was entitled in virtue of his rank and services.

He obtained a grant west of Gananoque River where he settled in 1792, at a place called by the Indians Cadanoghue (variously spelled, but our Gananoque), "Rocks in Deep Water." There he founded the town of Gananoque and built the mills described in the text and other mills; he also engaged in general business and became wealthy, as wealth was estimated in those days. He was the first Collector of Customs at the Port, and in 1809 became Colonel of Militia. Gourlay speaks of visiting him in 1818. "a worthy gentleman" (see my *Life of Gourlay*, 1916, p. 67); and a worthy gentleman he continued till his death in 1833.

A short account of Stone's life will be found in "Clan Donald," a brochure privately printed, presented to the Riddell Canadian Library by H. M. Mowat, Esq., K.C., a descendant of the wife of Col. Stone.

The Johnson who is spoken of in the text as owning the opposite shore was Sir John Johnson, "Knight and Baronite" (son of Sir William Johnson) who afterwards sold this land to Charles and John Macdonald.

³³ In the accounts of the various routes from Montreal to the Illinois, the original French text should always be consulted, as the translator makes absurd blunders in several instances.

Page 523: "Ils étaient partis de Montréal: leur route est par le lac Ontario, le lac Érié; ils remontent la rivière de Miami, puis, par un portage de six à sept milles, ils regagnent la Theahikiriver, qui donne dans celle des Illinois, ou celle de Wabach, qui y communique par plusieurs petits creeks, séparés par des courts portages; enfin ils se dirigent vers la partie du pays des Illinois, etc." "They left Montreal: their route is by Lake Ontario and Lake Erie; they ascend the Miami River, then by a portage of six to seven miles they reach the Kankakee which flows into the Illinois or the Wabash, which there connects by several small creeks separated by short portages; then they go toward that part of the Illinois country, etc."

Page 524: Another way is this: "On remonte la rivière des Ottawas ou la *grande rivière* jusqu'au lac Nipissin, et de-là par la rivière des Français (Frenchman's river) on arrive au lac Huron. Dans cette seule navigation ou recontre trente-six portages, à la vérité très-courts. Du lac Huron on entre le lac Michigan par le détroit de Michilimackinack, ensuite dans la green bay, du fond de laquelle on passe dans la rivière du Crocodile, puis par le lac du ris (rice lake) et par la rivière Saxe, on parvient après un court portage à la rivière Ouisconsin qui se jette dans le Mississipi que l'on descend jusqu'à la rivière des Illinois, qu'alors on remonte." "You ascend the Ottawa or Grand River to Lake Nipissing and thence by the French River to Lake Huron, encountering thirty-six short portages. From Lake Huron you enter Lake Michigan by the Straits of Michilimacinac, then into Green Bay [in Wisconsin], from the head of Green Bay [not, I think, the present Fond du Lac], you pass into the Crocodile River [Fox River], then by Rice Lake [Puckaway Lake] and by the River Saxe [the Upper Fox River] after a short portage you reach the Wisconsin River which flows into the Mississippi which you descend to the Illinois, which you then ascend."

For an account of the route in Wisconsin see "Wisconsin Historical Collections," Vol. ii, p. 109, cf. do., Vol. xiii, pp. 307, 308; Vol. xx, p. 362.

It seems odd that the Lakes Winnebago (des Puans, des Puants, Puan or St. Francis) and Big Buttes des Morts (Death Lake) are not mentioned, but probably they were looked upon as expansions of the (lower) Fox River, called by La Rochefoucault the Crocodile River (I cannot trace this name). The Rice Lake (Puckaway) was also called Rush Lake—a description of it and of the wild rice growing in it is given in the Wisconsin Hist. Coll., Vol. viii, p. 291—the rice was the zizania which grows in our own Rice Lake and was gathered in the same way. In the early 30's a canal was dug almost on the line of the old trail from the lake to the Wisconsin; but it proved to be of little use as it never was full except when the Wisconsin was high. The present canal at Portage is a little higher up the river.

The name "fond du lac" was applied to the most distant end of many bodies of water, e.g., to Sault Ste. Marie, Michilimacinac, the Fond du Lac of Lake Superior, Burlington Bay, etc.: "tête du lac," "bout du lac," etc., were other terms used in the same way.

Page 525: Another way is: "la même route que l'on prend de Montréal jusqu'au détroit de Michilimackinack, on le laisse à gauche pour entrer dans le lac supérieur, et le traverser jusqu'au grand portage, et de-là au lac des bois, ect., ect." "The same route which one takes from Montreal as far as the Straits of Michilimacinac—these are kept to the left to enter Lake Superior; cross Lake Superior to Grand Portage and then to the Lake of the Woods, etc., etc."

"Grand Portage" was at the head of a bay on the N.W. shore of Lake Superior some five miles above the mouth of the Pigeon River. At that place

there was a portage of nine miles northerly to the widening of the Pigeon. It was the great halting and gathering place for voyageurs and a very important depot for the fur trade; but when in 1803 the united Hudson Bay and North-West Companies erected a post at the mouth of the Pigeon River (called Fort William after William McGillivray, one of their partners), Grand Portage lost its importance.

It is thought that it was the belief that Grand Portage would pass to the United States which caused the erection of a post at Fort William. Grand Portage is near the international boundary and is now a small lakeside hamlet in Cook County, Minnesota.

Fairly full accounts are given of this place in the "Wisconsin Historical Collections," Vol. xi, pp. 123-125. In a note on p. 124 will be found the route followed from Grand Portage to the Lake of the Woods. On page 579 the route of the fur traders is given.

Page 579: "Les expéditions partent de Montréal en juin et emploient environ six semaines pour se rendre au fort du grand portage, il faut quelques jours de moins pour arriver à celui de Michilimackinack; ils partent de Montréal en canots par caravannes de huit à dix, et ils vont à leur destination en suivant la fleuve St. Laurent depuis la Chine jusqu'au lac des deux Montagnes, remontant la rivière *Utacoha*, par elle au lac Nipissin, et de-là par la rivière des Français dans le lac Huron et au fort Michilimackinack, puis à celui du grand portage." "The expeditions leave Montreal in June and take about six weeks to arrive at the Fort of Grand Portage, it takes a few days less to get to the Fort at Michilimacinac. They leave Montreal in flotillas of eight to ten canoes and go up the St. Lawrence from Lachine to the Lake of the Two Mountains, ascend the Ottawa to Lake Nipissing, thence by the French River to Lake Huron and Fort Michilimacinac and finally to the Fort at Grand Portage."

³⁴ The proclamation giving the name Ouse to what was then and is now called the Grand River, is dated July 16th, 1792.

³⁵ Sir Frederick Haldimand, 1718-1791, born at Neufchâtel, Switzerland, joined the Dutch army as a soldier of fortune, and was appointed Lieutenant-Colonel of 62nd Royal Americans (afterwards the 60th Foot) in 1756. He went to America in 1758, took part in Ticonderoga, and served with Amherst at Montreal in 1760. He remained in Canada till 1766, when he was appointed to command in Florida, remaining in command till 1778. He was in command in New York for a time, but in 1778 he was appointed Governor of Canada, succeeding Sir Guy Carleton, continuing in that post till he went to England in 1784. He died at Yverdon in the Canton of Neufchâtel in 1791.

His governorship of Canada has been represented (and not wholly without justification) as an arbitrary rule; but he was a soldier, he did not believe in lawyers and the times were very critical for British rule. What with the plotting Americans and the discontented French-Canadians, Haldimand did not have an easy or a pleasant task; and he probably did as well as most could have done.

His manuscripts, copies of which are in the Dominion Archives, are of great value to historians of Canada.

³⁶ It is difficult to trace the very many members of the Clan Macdonell who have done good service to the Empire. J. A. Macdonell, K.C., of Alexandria, in his work on Glengarry in Canada, 1893, has given an account of many; he has been good enough to inform me that this gentleman was Angus Macdonell. He was the son of Alexander Macdonell, of Aberchelder, who settled in Tryon County in the Mohawk Valley and with all his family remained loyal during the Revolution.

His brother, Colonel John Macdonell, was Speaker of the first House of Assembly in Upper Canada, and another brother, Hugh Macdonell was a member of the same house; John became a Lieutenant-Colonel in 1803 but was a subaltern officer at the time of La Rochefoucault's visit. Another brother, Chichester Macdonell, did not remain in Canada after the peace of 1783, but did good service for his King elsewhere.

³⁷Alexander MacKenzie (the name is variously spelled), a Scotsman, probably born in Inverness, 1755, came to this continent at an early age and was stationed at Fort Chippewayan, at the head of Lake Athabasca. His account of his two journeys, "Voyages on the River St. Lawrence and through the Continent of North America to the Frozen and Pacific Oceans," printed in London, 1801, is not very rare; it contains a most interesting account of the natives, and is prefaced by a historical account of the fur trade. Knighted in 1802, he returned to Scotland, where he died, 1820.

³⁸Father Casot. In *The Jesuit Relations*, etc., Thwaites' edition, Cleveland, 1901, at p. 111, Father Casot is spoken of as the only living Jesuit in 1791; the note on p. 395 reads: "'On the death of Father Well, towards the end of March or the beginning of April, 1791, Father Casot came up to Montreal and anticipated the cupidity of the English Government by giving away in charity every movable possession of the Montreal Jesuits (Amer. Cath. Hist. Res., Vol. V, p. 34). On page 38 of *Researches* here cited is reprinted the following extract from the *Montreal Gazette*, April 7th, 1791: 'The Reverend Father Casot, procurator of the Jesuits of this Province, arrived at the residence in this town shortly after the death of his confrère, Father Well. The noble and generous manner in which he disposed of the money and effects of this house is worthy of the greatest praise and deserves to be recorded in the annals of benevolence. He distributed the corn which he found, in quantities of fifty and a hundred bushels to the hospitals and to other indigent poor; he made surprising gifts of money of two, three, four and even ten thousand francs; in short, he extended a helping hand to those whom shame restrains from making known their wants. His hand is always open to the poor of this class, by whom he was happily beset up till yesterday, which was the day of his departure. Not one person came out from his house without having felt the benefit of his disinterested charity.'

Cf. the following extract from the *Quebec Gazette*, March 20th, 1800 (as cited in Christie's *Hist. of Canada*, Vol. 1, p. 207) regarding Casot's death. 'On Sunday last, the 15th inst., died the Reverend Father Jean Joseph Casot, Priest, of the Company of Jesus, procureur of the missions and colleges of the Jesuits in Canada, the last of the Jesuits of this province. The immense charities which he bestowed assure him for a long time, the blessings of the poor. He was one of those men whose life was a hidden treasure, and his death is a public calamity.'

³⁹From notes kindly furnished me by M. Aegidius Fauteux, Librarian of the Sulpician Library, St. Denis Street, Montreal, an ardent student of early Canadian history.

⁴⁰It is not without interest to note that it was (Sir) David William Smith who, when Deputy Surveyor-General of Upper Canada, was the first to open a Register for the entry of meteorological, barometrical and thermometrical observations (August, 1794); he invited by public advertisement in the *Upper Canada Gazette* communications of that nature from all parts of the Province: See "The Legal Profession in Upper Canada in *Early Times*," p. 185, n. 13.

⁴¹"Les Bibliothèques Canadiennes / Etude Historique / par / Aegidius Fauteux / Extrait de la Revue Canadienne, / Montreal, / Arbour & Dupont, Imprimeurs—Éditeurs, / 249 rue Lagauchetière Est., / 1916," 8vo., paper, pp. 45. See pp. 25, et seqq.

⁴²See the same book, pp. 26 et seqq.

⁴³Frobisher & McTavish, North West Company. An interesting account of Frobisher and McTavish and of the North West Company is given in Vol. 1 of "Masson's *Les Bourgeois de la Compagnie du Nord-ouest* etc." Quebec, 1889. The struggles between this Company and Lord Selkirk is part of the thrilling history of our North West which I cannot even touch on here.

Some account of Frobisher will be found in "Borthwick's Montreal History and Gazetteer, 1892." See p. 356.

It must here be sufficient to say that Joseph Frobisher was one of the most distinguished of the early British explorers and traders. As early as 1772 he had passed beyond Lake Superior and soon established a flourishing fur trade. He did not remain in the interior in the winter, but came out to Grand Portage on Lake Superior. He was one of the founders of the North-West Company and exceedingly active in its management. He retired in 1798 and thereafter lived in Montreal.

With his brother Thomas he formed the firm of Frobisher Brothers. Thomas retired in 1778 and a younger brother, Benjamin, took his place in the firm. Benjamin died in 1790. (Another Benjamin Frobisher, whose death in 1819 was one of the many tragedies of the West, was a nephew.)

Simon McTavish was quite as energetic and successful a fur trader as Frobisher and of much the same type. He was "a shrewd and autocratic Highlander" and enjoyed the appellation "Premier" or "Marquis" of the Canadian fur trade till his death in 1804.

Until 1783 the fur trade was carried on individually; "unrestrained competition wrought great evils, the Indians were debauched and the traders being without legal restraint grew lawless." Several times interests were pooled for a brief period. Finally in the winter of 1783-84 a sixteen-share company (really a partnership) was formed for five years at Montreal, of which the Frobisher Brothers and Simon McTavish were agents: the other (or wintering) partners dwelt at their posts in the far North-West. The general rendezvous was at Grand Portage on Lake Superior.

In 1785 a rival company was formed, which brought about a very severe struggle and resulted in a union of the two companies in 1787. This was also called the North-West Company, and it was to run for "nine years with twenty shares." This reorganized company was more successful even than the original; and under its auspices Alexander MacKenzie made his voyages of discovery.

At the time of La Rochefoucault's visit the managers were Joseph Frobisher and Simon McTavish. Afterwards, in 1798, the company was again reorganized "with forty-six shares—some of the old partners retiring and clerks being promoted to partnership."

In 1801 MacKenzie, with Richardson, Forsyth & Co., of Montreal, and Phyn, Inglis & Co., of London, formed an opposition company, commonly known as the X Y Company, sometimes the New Company or MacKenzie's Company; and there was again bitter competition.

On the death in 1804 of Simon McTavish the two companies united, and this united company continued till 1821, when it sold out to the Hudson's Bay Company. See Wis. Hist. Col., Vol. xix, 163 sqq.; Chester Martin's "Lord Selkirk's Work in Canada," which gives an entertaining account of the life of the partners in Montreal and at the Posts. Masson's "Bourgeois de la Compagnie du North-West," *passim*.

It perhaps should be added that in 1785 Simon McTavish, Joseph Frobisher, John Gregory and William McGillivray formed the Montreal firm of "McTavish, Frobisher & Co."

It may be of interest to know the persons forming the company in 1804. They were John Gregory, William MacGillivray, Duncan McGillivray, William Hallowell, Roderick McKenzie (the partners in the House of McTavish, Frobisher & Co.), Angus Shaw, Daniel McKenzie, William McKay, John MacDonald, Donald McTavish, John McDonell, Archibald Normand McLeod, Alexander MacDougall, Charles Chaboillez, John Sayer, Peter Grant, Alexander Fraser, Eneas Cameron, John Finlay, Duncan Cameron, James Hughes, Alexander McKay, Hugh McGillis, Alexander Henry, John MacGillivray, James McKenzie, Simon Fraser, John Duncan Campbell, David Thompson, John Thomson, Sir Alexander MacKenzie, Thomas Forsyth, John Richardson, John Forsyth, Alexander Ellice, John Inglis, James Forsyth, John Ogilvie, Pierre Rocheblave, Alexander McKenzie, John MacDonald, John Mure, James Leith, John Wills, John Haldane and Thomas Thain. This sounds like a roll-call of the clans, and one wonders what the Frenchmen, Chaboillez and Rocheblave, and a straggling Sassenach or two are doing *dans cette galère*.

In the table given pages 575, 576, taken from Count Andriani, the place-names Niagara, Lake Ontario, Detroit, Lake Erie, Michilimakinak and Lake Huron need no explanation. In the other place-names the author has in some cases misunderstood or miscopied and the translator in others.

Michipicoton on the Michipicoton River was a small French fort and a dependency on the larger one at Nipigon.

"Pic" (Le Pic or Peek) was a trading post on the north shore of Lake Superior about 200 miles from Sault Ste. Marie. It was not founded until after the beginning of the English regime. Probably it belonged to Cotté, who was an independent trader and did not join the coalition. Later the post passed into the hands of the North-West Company, and for many years was maintained by the Hudson's Bay people. The Canadian Pacific Railway now crosses Pic River near its mouth and not far from the site of the old fur trade post. Wis. Hist. Coll., Vol. xix, p. 270, n. 84. The Pic empties Lake McKay and flows into Lake Superior at Heron Bay.

Alampicon is Alimipigon, Alepinigon or Ounepigon, our Nepigon or Nipigon on Lake Nepigon.

"The first post founded on the lake was built by Duluth in 1684, and was held by his brother, Sieur de la Tourette, as late as 1688. It was located on the northern shore of Lake Nipigon and sometimes was called Fort La Tourette. The later French post (founded probably after the rebuilding of Mackinac, 1713), was at the mouth of the River Nipigon on the north shore of Lake Superior. Alexander Henry saw the ruins of this post when he passed in 1775 and remarked on the fine furs obtainable there." Wis. Hist. Coll., Vol. xviii, p. 191, n. 46. These posts were established by the French to draw the trade away from the English at Hudson Bay. After the conquest the English continued the trade in that district.

Grand Portage is spoken of in note.³³

Fond du Lac is not the Fond du Lac at the head of Lake Winnebago in Wisconsin, but the Fond du Lac of Lake Superior where the present Superior City (Wisconsin) stands. The post was apparently at the base of Connor's Point, near the city gas-works. Wis. Hist. Coll., Vol. xix, p. 173 n.

La Pointe (which the translator absurdly enough calls "Point of the lake") and Baie de Guloavanan (which the translator calls Bay of Guivar-anum but which is almost certainly du Chequamegon, Chagaouamigon, Chegoiwegon, Shagawaumikong, etc., etc., St. Esprit, La Pointe, Wisconsin) are really the same place, or at least are very close together, possibly one on the point on the mainland and the other on the island now called Madeleine Island. An interesting description of this place is given in Wis. Hist. Coll., Vol. xiii, pp. 199-201, 401-425; Vol. xi, p. 372: In Vol. i, p. 123, we are told that the name "Mo-nung-wab-na-can-ing" was also given to this place on account of the great abundance there of the bird of that name, which we call the yellow wood-pecker.

M. Fauteux suggests that by "Guloavanan" the author means "Kion-conan" (Kiaonan, Kiwewenan, Kewiwenon, Quinywenong, Keowkonenan, Anse Keowyweenon, Keweewena), Keweenaw, Michigan. That there was a post at this point at some time seems reasonably certain and there may be more resemblance between the word used by La Rochefoucault and some of the many names for Keweenaw than between that and any of the names for La Pointe. Those interested will find a number of references to Keweenaw and the fur trade there in the Wis. Hist. Coll. See the Index at p. 260.

"I have had great difficulty in discovering anything about Count Andriani—his name does not appear in any Biographical or Literary Dictionary that I have seen.

From what is said [591] he seems to have pursued his researches with the approval of the British Government—the original text is rather perverted in the translation, it reads "la facilité que les ordres du gouvernement anglais lui ont procurée pour ses recherches" i.e., "the facilities for his researches which the orders of the English Government procured for him."

He travelled "in the interior parts of America in the year 1791" [575]: but he certainly wrote to a considerable extent before that time.

We find Colonel David Humphreys, Washington's Aide-de-Camp, writing to Washington under date 31 October, 1790:—

"The Count Andriani has written things monstrously absurd and ill-founded; such, in respect to their import, as follows: That the United States are divided into two factions, Mr. Jefferson and the northern States in favor of France, the southern States and New York in favor of Great Britain; that Congress had done nothing but quarrel about the seat of government, and that this circumstance was what probably gave you the air of anxiety, which he had remarked; that there was no man in Congress but Mr. Madison, who argued in a gentlemanlike and solid manner, nor, in short, any man out of it in America but Colonel Hamilton, who possessed abilities; with a great deal about American parade and luxury, not worth repeating."

Washington's reply was such as would be expected:—

"The remarks of a foreign Count are such as do no credit to his judgment, and as little to his heart. They are the superficial observations of a few months' residence, and an insult to the inhabitants of a country, where he has received much more attention and civility than he seems to merit."

In a letter from John Paradise to Washington, received in June, 1790, is the following:—

"I avail myself of the opportunity afforded me by my friend, Count Andriani, of conveying to you an Ode, which Count Alfieri, the author of it, desired me long ago to convey to you. . . ."

In the Madison Papers there is a letter from Count Andriani, dated New Orleans, March 11, 1808, in which he speaks of a prospective visit to New York or Virginia. In the same collection there is a letter of introduction from Philip Mazzei to Madison, dated March 23, 1790; and also a letter from Benjamin Rush to Madison, described as follows:—

"1790, July 17, Philadelphia. Count Andreani, as described in Madison's letter. The natural productions of the United States explored and described only by foreigners who are imperfectly acquainted with our language and who derive first impressions of us through British publications. The "residence" bill gives general satisfaction in Philadelphia. Our domestic debt." 4°. 3 pages.

In the "Archivio Storico Lombardo" 1881, v. 8, p. 312 is found the following in respect of a balloon ascension and a previous voyage to the East Indies:

"Il cav. Paolo Andreani, che già aveva fatto parlare di sè pel suo viaggio nelle Indie Orientali, s'invoglio di quegli sperimenti, ideò delle innovazioni, assistito (scrive il *Giornale Enciclopedico*) dal governatore Ferdinando, che si diletta di simili ricerche; e il 13 marzo 1784 fece una ascensione dalla sua villa di Moncuoco. Gli furono compagni due falegnami, Gaetano Rossi e Giuseppe Barzago.

"Don Paolin col so ballon l'è andaa
Mi credi, finna al terz ciel, comè Sant. Pavol
Perchè anca lù l'è vegnuu giò incantaa."

In the diary of Ezra Stiles, clergyman, scientist, lawyer, scholar, President of Yale College, under date July 11, 1790, is found the following entry.

"11 Ldsdy. Confined at home all day by illness. Count Andreani, a Nobleman of Milan, visited me on the Tour of America with Lett. from Dr. Price of London."

(These references I owe to the kindness of the Librarian of Congress.)

I have not been able to trace Andriani's journal: it does not appear to have been printed—it is not in the British Museum, the Congressional Library at Washington, the Parliamentary Library at Ottawa or Toronto, the Public Library of New York, Boston or Toronto—and no one seems ever to have heard of such a volume anywhere. Outside of those contained in this note and that in Chester Martin's "Lord Selkirk," p. 17, all the known references derive from La Rochefoucault. La Rochefoucault seems to have seen Andriani's journal, but where, when, or in what form, he does not say.

GENERAL REMARKS.

Page 385. The Fort at Detroit dates back to 1701 when Cadillac with a priest and about a hundred men, established a fort on what is now Jefferson Avenue—an earlier fort at Fort Gratiot built in 1686 had been abandoned.

La Rochefoucault is out in his chronology when he says, "L'établissement du Détroit a été fait en 1740."

Page 395. The "femme jolie, douce, aimable" of Captain Hamilton was Louisa, daughter of Dr. David Mitchell referred to in note¹³; and the "Six enfants dont il est entouré" were her children—she died in 1801. Some of her descendants are still living. "Diary of Mrs. Simcoe," pp. 284, 285.

Fort "Slusher," "Sckuyler," was, of course, Fort Schlosser—"the author misnames the fort," says the translator, truly; but so does the translator.

Page 402. Jacques Pierre de Taffanel, Marquis de la Jonquière came to Canada as Governor in 1749, succeeding Count de la Galissonnière: he stopped English trade on the Ohio by arbitrary seizures, and in 1750 built Fort Rouillé (on what is now the Exhibition grounds, Toronto), to counteract the influence of Fort Chouayen or Oswego, built by the British in 1722—this La Rochefoucault calls, and not without justice, "d'assurer au commerce français la liberté des lacs."

The first post at Toronto was established by Denonville in 1686 "au portage de Toronto"—this was not fortified. In 1749 or 1750, according to some but more accurately in 1751, a fort of stone was built by La Jonquière to which he gave the name Rouillé but which was popularly known as Toronto—this was demolished a few years later, 1756 or 1760 (the date seems uncertain). Toronto became York in 1793 and regained its old name in 1834; "Muddy York" like Troja, fruit.

La Jonquière monopolized the sale of brandy to the Indians and made enormous profits: fearing an investigation by the French authorities he demanded his recall—but before a successor could be appointed he died at Quebec in 1752, and was buried in the Récollet Church there.

Page 415. It is said that the first exportation of grain from Canada was in 1752, when two ships laden with wheat were sent from Quebec to Marseilles.

Page 420. In view of the scheme of Simcoe concerning "une autre ville projetée sur la Tamise, . . . qu'il nomme déjà . . . Chatham," it is interesting to note that Dr. John Howison, the "Traveller," speaks of the speculation in 1819-20 in building lots at "a spot called Chatham: it contains only one house and a sort of church, but a portion of the land there has been surveyed into building lots and these being offered for sale have given the place a claim to the appellation of a town"—which has a familiar sound. See an article "Upper Canada in Early Times," Canadian Magazine, May, 1913.

As the present edition of La Rochefoucault is printed from Smith's copy, the following may prove of interest.

In a work published by Smith in 1799, of which the title page is "A Short / Topographical Description / of / His Majesty's Province / of / UPPER CANADA / in / North America. / To which is annexed / A Provincial Gazetteer. / London: / Published by W. Faden, Geographer to His / Majesty, and to His Royal Highness the Prince / of Wales, Charing Cross. / 1799. / Printed by W. Bulmer and Co. Russell-court, Cleveland Row, St. James's," on pages 39 and 40 this appears:

"About 15 miles up the river Thames" (the name of the river is "Sinclair" in the original but Sir David in his own copy, now in the possession of Professor Bain of the University of Toronto, has corrected

it to "Thames"), "is the town of Chatham, situated in a fork of it, on a very desirable spot, so well protected, and so central, that as the population increases, it will doubtless become a large and flourishing place; a block house was erected here by His Excellency Major-General Simcoe, and it was made a depot for the fine whale boats, which were built by His Excellency's directions. Indeed it possesses many advantages: the point is extremely well suited for the launching of vessels, and the river is sufficiently deep for those of any size; so that a secure arsenal and building place and an excellent dock might be made in the lesser branch of the forks, upon which there is now a mill.

"Firs are easily floated down from the pinery above, and other kinds of timber necessary for ship building may be procured by water carriage.

"Its greatest disadvantage is the bar across its *embouchure* into lake St. Clair; but that is of sufficient depth for small craft rigged, and for large vessels when lightened; and it would answer as a good winter harbour for any vessel which navigates the lakes, if she made herself light enough to pass over the bar, and go into the river; and this might easily be effected for all vessels, by having a flat-bottomed lighter stationed at the mouth of the river for that especial purpose.

"About 20 miles above Chatham is a village of Moravians, under the guidance of four missionaries from the United Brethren; and here they have a chapel. The converts are Indians, who are peaceable and civil; their principal employment is in attending to their corn-fields, and to the making of maple sugar; above the village, on the river, is a large spring of petroleum. Passing upwards from the Moravian village, the Thames continues a fine serpentine canal, without falls, with a natural tracking path great part of the way."

Page 422. Lord Dorchester was now 71; but that, being "vieux" and "un veillard, il répugne aux idées nouvelles," is a fancy of La Rochefoucault, quite baseless. See note on [528.]

Page 458. De la Jonquière has been already spoken of. What the author says is that where Fort Niagara now stands is "où M. de Denonville avoit construit une redoute," (where M. de Denonville had built a redoubt). Jacques René de Brisay, Marquis de Denonville was a distinguished French soldier, selected for his valour and military skill to replace La Barre as Governor of Canada in 1685. In 1687, notwithstanding a threatening letter from the English Governor of New York, he went with a body of men and after a skirmish with the Indians, erected a small fort at Niagara, garrisoning it with 100 men. An epidemic broke out in the garrison and destroyed nearly all; the few survivors abandoned the fort, which was then speedily destroyed by the Indians.

It was in Denonville's time (1689), that the Iroquois laid waste the Island of Montreal, slew all who opposed them and carried off two hundred prisoners; he was relieved in 1689 by Frontenac, who then assumed the Governorship of Canada for the second time.

The forts delivered up under Jay's treaty were Dutchman's Point, Point au Fer, Oswegatchie, Oswego, Niagara, Buffalo, Detroit and Michillimacinac.

Page 479. Father Charlevoix, *nomen venerabile* in French Canada. Pierre François Xavier de Charlevoix (1682-1761), the French Jesuit traveller and historian: came to Quebec in 1705, where he became a Professor: after four years' residence there he returned to France, but came to Canada again in 1720 and 1721: from Canada he went west and down the Mississippi. Returning to France, he wrote many important books on America, especially the very valuable "Histoire et description générale de la Nouvelle France," 1744.

Kingsford, History of Canada, Vols. II and III, gives a good account of his work on this continent, Vol. II, pp. 410, 511, 512; Vol. III, 173, 174n, 367, 368, 369.

Pages 487, 488. Notwithstanding the professional soldier's (Smith's) very natural indignation, most at the present time will probably agree with La

Rochefoucault in thinking the hair powder of the British soldier as absurd as the paint of the Indian.

Page 494. The displeasure felt by the inhabitants of Kingston at their city not becoming the capital of the Province—"le chagrin de renoncier à voir leur ville devenir capitale"—was most natural; and a strong recrudescence of this displeasure became manifest nearly half a century after this time when Kingston was disappointed in her hope of becoming permanent capital of the United Canada. She was too near the border, and the wanton destruction of the Parliament and other public buildings in York in the war of 1812-14 has never been forgotten.

Page 498. René Robert Cavelier, Sieur de la Salle, born at Rouen, 1643, of a bourgeois family, came to Canada about 1666 and proceeded to explore the interior, apparently seeking a route to China. In 1669 he went up Lake Ontario, thence to the Ohio River, down which he went perhaps to the Mississippi. After other adventures he returned to Montreal and after a visit to France, he, in 1678, started from Fort Frontenac (Kingston), for the west. He went as far as Green Bay (Wisconsin), and then southward. Later on he sailed down the Mississippi to its mouth, and after many vicissitudes he was murdered by his men (1687), in the present Texas. Parkman's "La Salle and the Discovery of the Great West;" Shea's "Early Voyages up and Down the Mississippi" (Albany, 1861), and Kingsford's "History of Canada," Vol. I, give a full account of La Salle and his labours.

Page 503. As to sheep in Upper Canada, a German traveller, Friederich Gerstaecker, says that in 1837 when he visited Upper Canada it was the belief that the bite of the Canadian wolf was poisonous, so that sheep bitten by a wolf were sure to die. "An Early German Traveller," Queen's Quarterly, May 14, 1913.

Page 515. The Captain Bouchette here named was the father of the better known Joseph Bouchette, also in the navy at this time on the Great Lakes, who became Surveyor-General of Lower Canada, and published invaluable books on the geography and topography of British North America.

A very good account of the entry of Quebec by the Governor is given by Dr. Benjamin Sulte, "Bulletin Recherches Historiques" for 1899, pp. 317, 318. Of Captain Bouchette it is said, "Bouchette fut nommé Commandant sur le lac Ontario après la guerre et servit avec autant de zèle que d'intelligence; il mourut dans ce poste en 1802. Son fils Joseph fut le géographe dont les travaux n'ont pas été surpassés même en Europe." The eulogy of neither father nor son is overdrawn in the slightest. Kingsford, Hist. Can. Vol. v, p. 462 gives a less full account of Bouchette's exploit.

The son became Surveyor General of Lower Canada in 1804, succeeding his uncle, Major Holland (from whom Holland Landing received its name) who had died in the preceding year.

Page 536. Captain Williamson was the agent with whom Berczy quarrelled. See note ²⁹, pp. 178, 179 ante.

Page 553 (also Page 518). Of course botanists do not all use the same terminology. For example, what I have called the *betula papyracea*, some call the *betula alba*, var. *papyracea*.

Prof. Harold St. John has made the same conjecture as myself (and independently) as to what La Rochefoucault means by "frangier"—he writes me:

"'Frangier' is somewhat troublesome, but I think we can say with reasonable certainty what it is. In Van Wilk's Dictionary of Plant Names, 298, 1911, I find *Chionanthus virginica* called there 'arbre à frange.' In no book can I find the term 'frangier,' but it is not a very far cry from

'arbre à franges' to 'frangier,' and there are certainly many analogous cases in the French usage, such as pommier, cerisier, and similar other ones.'" (Gray gives the habitat of the *C. Virginica* as from Pennsylvania south.)

Prof. St. John says concerning "Ragoumimex":

"In the Dictionnaire de l'Académie Française I find 'Ragouminier' defined as 'espèce de cerisier à grappes.' This is presumably applied to any cherry with a raceme of fruits, such as *Prunus serotina* as you suggest, but in Provencher's Flore, I, 167, he uses the same colloquial name, 'Ragouminier,' for *Cerasus pumila* or *Prunus pumila*. Now, this species does not have the raceme of fruits such as suggested by the term 'cerisier à grappes.' Because of the confusion in this matter I don't think we can very definitely say which cherry is involved, but I think the chances are that it is *Prunus serotina*, as you suggest."

My friend Mr. D. O. Cameron has tried without success to grow the "papaw" at Oakville—it will not stand the winter.

Page 553, note. "Formius, a physician of Montpellier," who recommended maidenhair as "an universal medicine" seems to be quite forgotten unless he is the same as Samuel Formy (or Formius) of Montpellier who flourished in the 17th century and of whose work the British Museum has a copy with the following title:—

"Traicté chirurgical des bandes, laqs, emplâtres, compresses, astelles, et des bandages en particulier, plus les observations des cures faictes par les bandes, laqs et compresses emplâtrées," Montpellier, 1651, 8°. (The date is erroneously printed MCDLL instead of MCDLI).

I have not been able to find in any library a copy of any work by a Formy or Formius, "De Adiantho." If such a work existed, no doubt the Adiantum was praised as a panacea for every ill. While one never hears now of Joe Pye the quack who used eupatorium for everything, there is still here and there still a believer in Samuel Thomson's lobelia—indeed, his school of medicine is hardly dead even yet though its last medical college closed its doors a few years ago.

Page 588. "Governor Coxe" was Nicholas Cox, Lieutenant Governor of Gaspé and Superintendent of the Labrador Fisheries. Born in 1724 and joining the Army at the early age of eighteen, he served King and Country for more than fifty years. He took part in the sieges of Louisbourg and Quebec, commanding a company of the 47th Regiment in the Battle on the Plains of Abraham. He also was on the staff of Sir Guy Carleton, Lord Dorchester, during the Siege of Quebec in 1776 by the Americans.

Appointed Lieutenant Governor in 1780, he went to Percé, built a house at New Carlisle and resided in his government; in 1784 he was given a pension for his faithful service to the Crown. He died in office, January, 1794. Further particulars of this useful and diligent public servant will be found in the "Bulletin des Recherches Historiques" for 1899, p. 146. He is mentioned by Kingsford, Hist. Can., Vol. vii, p. 199.

It may be added that a very comprehensive biography of La Rochefoucauld-Liancourt was published in Paris some years ago under the title: "Un philanthrope d'autrefois, La Rochefoucauld Liancourt, 1747-1827," par Ferdinand-Dreyfus, (with portrait), Paris, Plon-Nourrit, 1903, 547 pages.

(Pages 575, 576, note 44.) Since note 44 was in type, I have received, through the Italian Consul-General at Montreal, from the Royal Minister for Foreign Affairs (Italy), the following:—

"I beg to inform you that the Minister of the Interior has now informed me that he has received from the Superintendent of the State Archives of Milan concerning Consul Andreani, or Andriani, the following communication:

"In these Archives there cannot be found any documents wherefrom one might learn the origin of Consul Andreani or Andriani, of Milan, cited by Rochefoucauld in his travels in the United States and Canada, and who

made exhaustive journeys in the interior of America. It is probable that he belonged to the family Andreani, or Andriani, of whose life there does exist certain documents in these Archives of the IV century (Families); and to whom is preserved (in the Oratory of S. Tommaso del Borgo di Corenno), a noteworthy monument of the XIV century, bearing the well-known arms of the Andreani Family. In such case better results would be derived from the private archives, Sormani Andreani (Corso Vittoria, 2 Milano).

"In order to explain better and to facilitate any further inquiries, we make note of the following news preserved at these Archives.

"The 2nd September, 1748, Maria Teresa gave to Pietro Paolo Andreani, army lawyer of the Crown, the title of count, to pass on to his legitimate male descendants of the primogeniture, and analogous concession, was made to Giovanni Maria Andreani, Lieutenant of the Imperial Commission of Pavia, the 29th of April, 1751. (Heraldry cited.)

"2. From documents concerning the rights to bear the arms, it results that in 1770 the family consisted of the following brothers:

"Don Gian Pietro.

"Don Gerolamo, Royal Chief Justice.

"Conte Giovanni Mario, Lieutenant-General of the Province.

"Don Pietro Paolo, ducal Senator.

"Monsignor Salvatore, Bishop of Lodi; and Barnabite Order.

"3. Senator Pietro Paolo died in 1772; Count Giovanni Mario, Lieutenant-General of the Province, died in 1774 (Family Andreani, October 15th, 1774); Monsignor Salvator, Bishop of Lodi, died in 1784 (Eubel Ecclesiastical Hierarchy, and G. Angnelli 'Lodi and its Territory,' page 38). In 1787 the measures to obtain right to carry the arms was still pending by the brothers Conte Gio Mario and Senator Pietro Paolo, but it does not result whether these are those two already dead, or of homonymous persons then living, because the proper documents were signed by an attorney. (Heraldry cited.)

"4. After that epoch there is mentioned only one Count Giovanni Mario, created by His Majesty Imperial Chamberlain in 1791, who died in August, 1830, and left two properties to the Bishop's Seminary at Lodi. That he belonged to the family above mentioned is evident from his attachment to Lodi and to the Barnabite Order, in memory of Mons. Salvatore; and the title of Chamberlain would show that he enjoyed great esteem, as had all his antecedents, fulfilling important functions of the State with great honour, as is said in a public document of 1772. (Heraldry cited.)

"Therefore, while it is not to be excluded that Conte Giovanni Mario Andreani, or Andriani, was the Andreani or Andriani mentioned by La Rochefoucauld, the fact that the celebrated author knew not the name renders every identification a hypothesis."

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AUDITOR'S REPORT

1915-16

Prepared pursuant to the provisions of an Order-in-Council dated the
28th day of October, 1909.

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO:

Printed and Published by A. T. WILGRESS, Printer to the King's Most Excellent Majesty

1917.

Printed by
WILLIAM BRIGGS
Corner Queen and John Streets
TORONTO

TO HIS HONOUR, SIR JOHN STRATHEARN HENDRIE, K.C.M.G., C.V.O., *a Colonel
in the Militia of Canada, etc., Lieutenant-Governor of the Province of
Ontario.*

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to present to Your Honour statements of the Auditor pursuant to the provisions of R.S.O., 1914, chap. 23, sec. 14, sub-sec. 2 of the Audit Act.

Respectfully submitted,

T. W. MCGARRY,

Treasurer of Ontario.

Treasury Department, Ontario,
Toronto, February 14th, 1917.

AUDIT OFFICE,

TORONTO, February 14th, 1917.

SIR,—I have the honour to submit for the information of the Legislative Assembly pursuant to the provisions of an Order-in-Council dated 28th October, 1909, as provided by R.S.O. 1914; chap. 23, sub-section 2 of section 32, and pursuant to the provisions of sub-section 2 of section 14 and sections 28 and 29 of the Audit Act:—

- (A) Statement of Reports to Council of cheques issued which the Auditor refused to certify.
- (B) Statement of Special Warrants issued.
- (C) Statement of expenditures in excess of appropriations.

J. CLANCY,

Auditor.

HON. T. W. MCGARRY, K.C., M.P.P.,

Treasurer of Ontario.

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A

TREASURY BOARD OVER-RULINGS.

Re SALARY OF MISS G. A. HAMMELL.

TORONTO, March 2nd, 1916.

DEAR SIR,—I beg to enclose copy of letter which has been submitted to the Treasury Board. As stated therein, I regret very much having to take this course, but the requisition for payment in its present form is perfectly in order, and your action has left me no other alternative if payment is to be made from the appropriation to which it belongs.

Yours very truly,

JAS. S. DUFF,

Minister of Agriculture.

J. Clancy, Esq.,
Auditor.

TORONTO, March 2nd, 1916.

GENTLEMEN,—I beg to request, in accordance with section 14, 1 (c) of The Audit Act, that you direct that a cheque issue in favor of Miss G. A. Hammell, stenographer in this Department in connection with District Representative Work, for the sum of \$181.82, being made up of Certificates Nos. 307, 791, 1015 and 1323, which have been regularly submitted to the Audit Office since November last. No cheques have been issued in payment. This is chargeable, as per requisitions, to Federal Grant, District Representative Work.

The circumstances of the case are as submitted to you in my memorandum under date of April 22nd, 1915, and as passed upon by you in Minutes of the Treasury Board dated May 5th, 1915.

I regret that it is necessary to make another appeal on a matter which has already been passed upon, but the Department has, as will be seen, exercised every patience, and in the absence of any cheques being issued, another ruling appears necessary.

Yours very truly,

JAS. S. DUFF,

Minister of Agriculture.

The Treasury Board.

Copy of a Minute of the Treasury Board dated the 15th day of March, A.D. 1916:—

Having reference to the ruling of the Treasury Board, made by Minute of the 5th May, 1915, and upon consideration of the report of the Honorable the Minister of Agriculture, dated 2nd March, 1916, the Treasury Board doth hereby order that pursuant to the provisions of clause (c), subsection 1 of section 14 of The Audit Act, cap. 23, R.S.O. 1914, a cheque for the sum of one hundred and eighty-one dollars and eighty-two cents (\$181.82) be issued in favour of Miss G. A. Hammell, stenographer in the Department of Agriculture in connection with District Representative Work as per certificates Numbers 307, 791, 1015 and 1323 to be charged to Federal Grant District Representative Work.

Certified.

J. LONSDALE CAPRÉOL,

Clerk, Treasury Board.

Re SALARY OF MISS G. A. HAMMELL.

TORONTO, May 4th, 1916.

DEAR SIR,—Since November last this Department has made application each month for the payment of salary to Miss G. A. Hammell, stenographer, as per the following requisitions:—

November 30th.....	323	\$43 33
January 10th.....	791	45 00
February 3rd.....	1051	47 66
February 28th.....	1323	45 83
April 3rd.....	1678	49 50
May 4th.....	1927	45 83
		<hr/>
		\$277 15

These requisitions were made chargeable to Federal Grant, District Representative Work. Up to the present time no cheque has been issued in payment for the services rendered. Without going into the past history of this matter, I desire to say that I am anxious to have it in such form that it may be finally disposed of. As far as I can gather from our recent conversations, there is no question as to the authority to appoint or as to the services rendered. Hence it would not seem necessary to go into that aspect. The whole difference as I understand it is merely as to the method of payment.

Our position, briefly stated, is that Miss Hammell is engaged in work in connection with the District Representative Service, for which there is an appropriation under the Federal Grant. She is under the immediate supervision of Mr. C. F. Bailey, Assistant Deputy Minister, who has charge of this work. You enquired, I believe, as to whether Mr. Bailey was a District Representative. Obviously he is not, but my view is that this does not enter into the case so long as the work in which Miss Hammell is engaged and for which she is employed is District Representative work, facts which are undisputed. This being so, I feel that there is ample authority for the issue of cheques in accordance with the requisitions

sent forward by reason of section 3, chap. 15, 1912, and agreements thereunder. If I remember rightly, you stated in our conversation that you had not refused to issue cheques. If such is the case, I shall be very glad to have cheques passed in accordance with requisitions as soon as possible.

If you still entertain objections, I should be glad if you would put them before me so that I may take the matter up with the Treasury Board under clause C, subsection 1, section 14, of The Audit Act, chap. 23, R.S.O. 1914, and have it dealt with in the regular way. Thanking you for your prompt attention to this matter, I am,

Yours very truly,

JAS. S. DUFF,

Minister of Agriculture.

J. Clancy, Esq.,
Auditor.

TORONTO, May 6th, 1916.

DEAR SIR,—I am in receipt of your letter of the 4th inst. I understand you as contending that the salary of Miss G. A. Hammell, a stenographer in your Department, should be paid out of the Federal Grant for Agricultural Instruction under the terms of the agreement between the Minister of Agriculture for Canada and the Minister of Agriculture for Ontario, and that you are desirous of having the Treasury Board interpret the meaning of the said agreement.

I have to remind you that the Minister of Agriculture for Canada, with the approval of the Governor-in-Council has exclusive control over the grant in question, and is sole arbiter as to the uses and purposes to which the said grant may be applied.

I wish to add that I shall be glad to do all that lies in my power to speedily carry out any direction so made.

Yours truly,

J. CLANCY,

Auditor.

Hon. J. S. Duff,
Minister of Agriculture.

TORONTO, May 9th, 1916.

DEAR SIR,—I beg to acknowledge yours of the 6th inst., and note your second paragraph, in which you say that the Minister of Agriculture for Canada with the approval of the Governor-in-Council has exclusive control over the grant in question, and is sole arbiter as to the uses and purposes to which the said grant may be applied. I am sure you will agree with me in modifying this statement to the extent that the control of the Minister of Agriculture for Canada with the approval of the Governor-in-Council is only in so far as it is extended to them by the Parliament of

Canada. Under authority of the Parliament of Canada they are empowered to make agreements and these agreements having been entered into are binding upon the parties thereto. Under these agreements the Minister of Agriculture for Canada with the approval of the Governor-in-Council has set aside a sum of money to be used for District Representative work, and in the expenditure of this sum of money we are endeavoring to utilize a small sum for the payment of a stenographer who is doing clerical work in connection with the District Representative service. In no case has the Minister of Agriculture for Canada expressed any desire to exercise authority as to the details of the expenditure so long as the agreement is lived up to, as it is in this case, and I cannot conceive that he would regard this as within his jurisdiction. There must, however, be some finality to this matter, and I would be very glad to have your views definitely stated as to what form this finality should take.

Yours very truly,

JAS. S. DUFF,

Minister of Agriculture.

J. Clancy, Esq.,
Auditor.

TORONTO, May 10th, 1916.

DEAR SIR,—I have your letter of the 9th inst., and beg leave to say that having regard to the fact that under the provisions of 3-4 George V, chap. 5, secs. 5 and 7 (Canada), the Minister of Agriculture for Canada with the approval of the Governor-in-Council and with the consent of the Lieutenant Governor-in-Council of any Province may expend the grant for agricultural instruction for the purposes set forth in the preamble to the said Act, including, it is assumed, the payment of the salaries of the members of the staff in your Department.

Such being the case there would appear to be a finality, subject always to the power to make changes in the same way.

Yours truly,

J. CLANCY,

Auditor.

Hon. J. S. Duff,
Minister of Agriculture.

TORONTO, May 12th, 1916.

DEAR SIR,—Replying to yours of the 10th inst. I beg to say that section 5 of 3-4 George V, chap. 5, is the section under which we are proceeding in carrying out our part of the arrangements in regard to the Federal Grant expenditure and its terms as far as I am aware have been carried out absolutely. Section 7, to which you also refer, does not come into consideration in the present case, as you must surely know. It is, as you can see, not only merely permissive, but clearly con-

ditional, and one condition, namely, the consent of the Lieutenant-Governor in Council of this Province, has neither been asked for nor given. Under these circumstances this clause does not do any more towards helping us to a finality to the case in point than if it did not exist. Furthermore, both the clauses referred to have to do more with the payment of money to the Province than the payment of moneys by the Province.

I am quite disappointed that you have been unable either to issue the cheque, state reasonable objections to so doing, or offer any workable plan for securing a finality in the matter. Under these circumstances I beg to repeat that I think it is clear that under section 3, chap. 15, 1912, Ontario, the Treasury Board is constituted a finality in these matters as in all other matters of accounts, and I am therefore submitting the matter to them in due form together with this correspondence. I am enclosing herewith copy of my letter, and if you have any further observations or information which you feel should be before them, I should be glad if you would submit it at once.

Yours very truly,

JAS. S. DUFF,

Minister of Agriculture.

J. Clancy, Esq.,
Auditor.

TORONTO, May 12th, 1916.

GENTLEMEN,—I beg to request, in accordance with section 14 (1) (c) of the Audit Act, that you direct that a cheque issue in favor of Miss G. A. Hammell, stenographer in this Department in connection with District Representative work, for the sum of \$277.15, being made up of certificates 323, 791, 1015, 1678 and 1927, which have been regularly submitted to the Audit Office since November last, chargeable as per requisitions to Federal Grant, District Representative Work. No cheques have been issued in payment for these services rendered, and no action has been taken by the Auditor following Minute of your Board dated March 15th, 1916, owing, I believe, to the technical objection that the application referred to a previous ruling rather than setting forth the individual circumstances.

The facts of the case are these: Miss G. A. Hammell is employed as a stenographer in connection with clerical work which is part of the District Representative service. The authority for her employment is found in the District Representative Act, being section 2 of chap. 20. The authority for the payment of the salary in accordance with the requisitions is based upon chap. 15, 1912, Ontario, and agreements duly entered into thereunder.

Everything I submit is therefore in proper order. The services have been duly rendered and a cheque should issue in payment.

I attach herewith copies of recent correspondence with the Auditor in which I have endeavored to secure a statement of his objections to the payment of this account.

Yours very truly,

JAS. S. DUFF,

Minister of Agriculture.

The Treasury Board.

Copy of a Minute of the Treasury Board, dated the 18th day of May, A.D. 1916.

Upon consideration of the annexed report of the Honorable the Minister of Agriculture, and the correspondence submitted therewith, dated the 12th day of May, A.D. 1916, the Treasury Board doth hereby order that pursuant to the provisions of clause (c), subsection 1 of section 14 of The Audit Act, cap. 23, R.S.O. 1914, a cheque for the sum of two hundred and seventy-seven dollars and fifteen cents (\$277.15) be issued in favour of Miss G. A. Hammell, stenographer in the Department of Agriculture, in connection with District Representative Work, being made up of certificates 323, 791, 1015, 1678 and 1927, which have been regularly submitted to the Audit Office since November, 1915, there being Statutory authority for her employment and payment for said work.

Certified.

J. LONSDALE CAPRÉOL,
Clerk, Treasury Board.

CROWN COUNSEL ACCOUNTS.

TORONTO, November 25th, 1916.

DEAR SIR,—The attached accounts recommended for payment under 4 George V, cap. 21, section 7, have been returned to this Department without any comment. If there is any objection to the payment of these accounts may I ask, for the information of this Department, the nature of such objection.

Yours truly,

C. A. FITCH,

Chief Clerk, Department of Attorney-General.

James Clancy, Esq.,
Auditor, Buildings.

TORONTO, November 30th, 1916.

DEAR SIR,—I am in receipt of your letter of the 25th inst. having reference to accounts for services of Crown Counsel, Voucher No. 709, in which you say:—

“The attached accounts recommended for payment under
“4 George V, chap. 21, section 7, have been returned to this De-
“partment without any comment. If there is any objection to
“the payment of these accounts may I ask for the information
“of this Department the nature of such objection.”

It would seem difficult to imagine that you or the Department is at a loss to understand the reason for the accounts referred to having been returned to the Department without any comment, when regard is had to cases similar to this which arose in your Department in connection with accounts belonging to the fiscal years 1913-14 and 1914-15 respectively—the correspondence in respect thereto, and the manner in which they were dealt with.

In view of the history and experience of the past in respect to similar cases, and of the fact as to the time when the Department received the accounts in question for payment, may I ask upon what ground, and why, these accounts, unmistakably belonging to the fiscal year 1915-16 as they do, have been delayed or held, and now recommended for payment out of an appropriation for the fiscal year 1916-17.

Yours truly,
J. CLANCY,
Auditor.

C. A. Fitch, Esq.,
Chief Clerk,
Department of Attorney-General.

TORONTO, December 2nd, 1916.

DEAR SIR,—I beg to acknowledge the receipt of your letter of the 20th ultimo with reference to the payment of certain Crown Counsel Accounts (Voucher No. 709). In reply I may say that these accounts were recommended under 4 George V, Chapter 21, section 7, which reads as follows:—

“any accounts for services during the preceding fiscal year which
“remain unpaid at the end of the period above mentioned shall
“be paid out of the appropriation for the ensuing fiscal year.

In reply to your request for reasons why the accounts were delayed, I regret that I am unable to give the dates on which each of the accounts were received. They were, however, recommended for payment well within the fiscal year 1915-16, namely, on the 26th October, 1916.

I desire to say that I shall be pleased to furnish you with any information within my power respecting payment of similar accounts in past years, but I do not see in what way this would affect the present case, as the point seems to be—Is 4 George V, Chapter 21, section 7, in force and effect, and if so, is the payment of the accounts referred to governed by it?

Yours truly,
C. A. FITCH,
Department of Attorney-General.

JAMES CLANCY, Esq.,
Auditor.

TORONTO, December 4th, 1916.

DEAR SIR,—I have your letter of the 2nd inst. You will please observe that I have not so far sought information as to the form, or under what authority, recommendation was made for payment of these accounts, but on the contrary the

reasons for making any recommendation for payment when regard is had to the facts.

You kindly express your willingness to give any information in your power respecting payment of similar accounts in the past—again volunteering information which has not been sought, and of which we are all fully possessed.

You give as the reasons why the accounts were delayed and recommended for payment out of an appropriation for the fiscal year 1916-17 that you are unable to give the dates on which each was received, and conclude with the following observation:

“They were, however, recommended for payment well within the
“fiscal year 1915-16, namely, on the 26th of October, 1916.”

I have to confess that I am at a loss to understand what you mean by saying that the accounts were recommended well within the fiscal year 1915-16. Will you kindly explain?

You suggest the point for determination to be:

“Is 4 George V, Chapter 21, section 7, in force and effect, and if so,
“is the payment of the accounts referred to governed by it?”

It is submitted that the point, whatever it may be, if any, for determination, can only be correctly ascertained upon some knowledge of the facts.

For this purpose I am compelled to renew in part the questions addressed to Mr. Edward Bayly, K.C., in respect to similar accounts under conditions identical with the present, in my letter of the 13th of November, 1914, which so far have not had any response, and which are as follows:

- (1) Have books of accounts been kept by the officers of your Department, or any of them, showing from time to time, as they occurred, the amounts recommended and chargeable against the appropriations for this or other services?
- (2) Have any other records been kept by the officers of your Department, or any of them, to enable them to ascertain or determine from time to time, or at any time, the balance or balances, if any, standing to the credit of the appropriations for this and other services under the control of your Department?

. Yours truly,

J. CLANCY,

Auditor.

C. A. FITCH, Esq.,

Chief Clerk,

Dept. of Attorney-General.

TORONTO, December 9th, 1916.

DEAR SIR,—I duly received your letter of the 4th instant respecting the payment of these accounts, and beg to inform you that I have been directed to submit the matter to the Treasury Board for a ruling under R.S.O. 1914, Chapter 23, section 14 (1) (c).

Yours truly,

C. A. FITCH,

Chief Clerk,

Dept. of Attorney-General.

JAMES CLANCY, Esq.,

Auditor,

TORONTO, December 12th, 1916.

DEAR SIR,—I have your letter of the 9th inst. stating that you have been directed to submit the matter of Crown Counsel accounts to the Treasury Board for a ruling under Chapter 23, section 14, sub-section 1, part (c).

This would seem a most unaccountable course in view of the fact that I have not so far by suggestion, implication, or otherwise, stated any ground of objection to the payment of these accounts, nor have I refused to certify the issue of a cheque in connection therewith, anything to the contrary notwithstanding, and, therefore, such a proceeding would seem to be utterly destitute of the semblance of any matter or thing for determination by the Treasury Board.

I do not, however, understand that in the conduct of the Public affairs of this Province the most elementary rules of accounting, as well as the indispensable condition of a compliance therewith, should be subordinated or abandoned to the will or pleasure of those charged with the duties of public servants—the constant and unfailing tendencies of which are to defeat the will of the Legislature.

As an exemplification of this, permit me to give you some concrete cases in the Department in which you designate yourself Chief Clerk, with all that that implies and should mean.

In compliance with the Audit Act a monthly statement for the month ended September 30th, 1916, was furnished by the Audit Office to the Department of the Attorney-General on the 18th day of October, 1916, showing a balance to the credit of the appropriations for Crown Counsel Prosecutions of \$542.62.

With this statement before you as Chief Clerk showing, as of and including, September 30th, 1916, a balance to the credit of that service of only \$542.62, and after having made a number of requisitions between the 30th of September and the 25th of October for payment of accounts charged against the said balance amounting to \$186.15, further requisitions were made on the 26th and 27th of October, 1916, respectively (four days before the close of the fiscal year, two of which being Saturday and Sunday) amounting to \$964.00.

I have to remind you that this case is merely a somewhat faithful repetition of similar cases that have arisen under similar circumstances in the past.

About the close of the fiscal year 1914-15 accounts in connection with this same service amounting to \$528.00 were forwarded to the Treasury Department for payment when it must have been, or should have been, within your knowledge that the appropriation therefor had been exhausted.

Again, in closing the fiscal year 1913-14, accounts amounting to more than \$40,000 were found to be in the same position, and for which provision was made in the regular way.

In my letters of the 30th ult. and the 4th inst. I ventured to try to elicit some information as to the cause, or causes, that have given rise to the conditions with which we are confronted, and if possible to ascertain how far, if at all, the conduct of any official in a department governs or determines the relations between two fiscal years, as to the appropriations of which of such year's expenditures should be charged.

To this the sole response made is that the matter has been submitted to the Treasury Board, with no other purpose appearing, or to be served, than seeking approval of the official course of conduct that obtains in respect to the matter referred to.

Yours truly,

J. CLANCY,

Auditor.

C. A. FITCH, Esq.,

Chief Clerk, Dept. of Attorney-General.

Copy of a Minute of the Treasury Board, dated the 20th day of December, A.D. 1916.

A difference having arisen between the Provincial Auditor and the Department of the Attorney-General as to the payment of certain Crown Counsel Accounts, amounting to \$1,086, as per the requisition of the said Department of 22nd November, 1916, the matter is referred for the determination of the Treasury Board under the provisions of Clause "C," sub-section 1, of section 14 of The Audit Act, Chapter 23, R.S.O. 1914.

Upon consideration of the correspondence submitted the objections of the Auditor, and the answer of the Department thereto, the Board is of opinion that under the provisions of Section 7, Chapter 21, 4 George V, whereby it is provided that "any accounts for services during the preceding fiscal year which remain unpaid at the end of the period above mentioned shall be paid out of the appropriation for the ensuing fiscal year," the said accounts shall be paid, and directs that cheques therefor be issued accordingly.

Certified,

M. CURREY,

For Clerk, Treasury Board.

SPECIAL WARRANTS

Dates of Warrants.		\$ c.	Amount. \$ c.	Expended, 1915-1916. \$ c.	Unexpended. \$ c.
	No. 1 Statement showing Warrants issued in connection with the War, and the purposes for which expenditures thereunder were made:—				
	Services of watchmen guarding public buildings:				
July 28th, 1915.....	Balance unexpended, 1914-15	1,443 45			
Feb. 28th, 1916.....	Warrant	6,000 00			
June 27th, 1916.....	do	10,000 00	17,443 45	13,785 98	3,657 47
	Expenses re Ontario Military Hospital, Cobourg:				
June 27th, 1916.....	Warrant .....	.....	25,000 00	24,497 10	502 90
	Gifts to the British Navy, relief to the Belgians, and comforts and sustenance of Canadians on active service:				
May 27th, 1915.....	Balance unexpended, 1914-15	4,657 20			
Dec. 7th, 1915.....	Warrant	25,000 00			
June 27th, 1916.....	do	25,000 00			
Oct. 18th, 1916.....	do	50,000 00	104,657 20	86,336 24	18,320 96
	Ontario Military Hospital, Orpington, England:				
Dec. 9th, 1915.....	Warrant	100,000 00			
Jan. 13th, 1916.....	do	125,000 00	225,000 00	225,000 00	
	Equipping and furnishing Military Hospital, Orpington, Eng.:				
Sept. 14th, 1915.....	Balance unexpended, 1914-15	46,804 23			
Jan. 13th, 1916.....	Warrant	125,000 00	171,804 23	77,098 62	94,705 61
	Maintenance of Ontario Military Hospital, Orpington, Eng.:				
May 31st, 1916.....	Warrant .....	.....	146,000 00	71,636 25	74,363 75

SPECIAL WARRANTS.—Continued.

Dates of Warrants.		\$ c.	Amount. \$ c.	Expended, 1915-1916. \$ c.	Unexpended. \$ c.
Sept. 19th, 1916.....	Travelling and other expenses of Commission <i>re</i> returned members of the Canadian Expeditionary Forces: Warrant .....	.....	15,000 00	11,950 00	3,050 00
June 14th, 1916.....	Committee <i>re</i> organization of resources: Warrant	1,000 00			
Aug. 12th, 1916.....	do	5,000 00	6,000 00	6,000 00	
	For payment of services and necessary expenses in securing funds for the British Red Cross Society, through the Committee <i>re</i> organization of re- sources: Warrant	5,000 00			
Oct. 24th, 1916.....	do	20,000 00	25,000 00	13,738 55	11,261 45
Oct. 28th, 1916.....	Expenses in aid of recruiting: Warrant	30,000 00			
Nov. 18th, 1915.....	do	30,000 00			
Dec. 22nd, 1915.....	do	30,000 00	90,000 00	74,150 00	15,850 00
July 12th, 1916.....	Expenses in aid of the purchase of soldiers' com- forts, including heating appliances, furniture, desks, tents, blankets, etc.: Warrant .....	.....	5,000 00	4,900 00	100 00
Oct. 10th, 1916.....	Payments of services, travelling and other expenses of committee (other than Comm. <i>re</i> org. of re- sources), appointed to secure funds for British Red Cross Society and Order of St. John of Jerusalem: Warrant .....	.....	4,000 00	3,791 46	208 54
Nov. 24th, 1915.....	Grant towards the relief of the Belgians: Warrant .....	.....	5,000 00	5,000 00	
Nov. 11th, 1915.....					

Jan. 16th, 1915.....	Canada's gift of beans, relief of the Belgians (Ontario's contribution): Balance unexpended, 1914-15 .....	.....	39,099 80	2,992 50	36,107 30
Feb. 26th, 1916.....	Grant to the Polish Relief Commission: Warrant .....	.....	5,000 00	5,000 00	
May 3rd, 1916.....	Grant to the Serbian Relief Commission: Warrant .....	.....	5,000 00	5,000 00	
June 9th, 1916.....	Horse ambulance for overseas service: Warrant .....	.....	2,100 00	2,051 05	48 95
July 27th, 1916.....	Travelling expenses of the Hon. the Premier, and the Hon. Dr. Pyne: Warrant .....	.....	2,000 00	2,000 00	
Oct. 5th, 1916.....	Grant to Maple Leaf Club, London, Eng.: Warrant	2,392 71	16,719 85	16,719 85	
Oct. 16th, 1916.....	do	14,327 14			
Oct. 12th, 1916.....	Grant to Canadian Chaplains' Association, Shorncliffe Camp, England: Warrant .....	.....	477 00	477 00	
Oct. 25th, 1916.....	Imperial War tax on incomes of Immigration Officials, London, England: Warrant .....	.....	375 00	347 54	27 46
Jan. 20th, 1916.....	Seamen's Hospital Fund, Greenwich, England: Warrant .....	.....	2,500 00	2,500 00	
	Total No. 1 Statement .....	.....	\$913,176 53	\$654,972 14	\$258,204 39
	No. 2 Statement showing Warrants issued in connection with (general) services, and the purposes for which expenditures thereunder were made:—				
	Cost of purchasing, framing and placing in schools facsimiles of "Scrap of Paper" Belgian treaty: Warrant .....	.....	2,000 00	1,968 78	31 22
Aug. 21st, 1916.....		.....		

SPECIAL WARRANTS.—Continued.

Dates of Warrants.		Amount.	Expended, 1915-1916.	Unexpended.
		\$ c.	\$ c.	\$ c.
May 5th, 1916.....	Reconstruction of Orchard House, Hamilton Hospital for the Insane: Warrant	40,000 00	39,928 78	71 22
Feb. 3rd, 1916.....	Hydro-Electric Power Commission of Ontario: Warrant	1,200,000 00	600,000 00	600,000 00
	Expenses <i>re</i> searching of titles of properties purchased by the Province from Electric Power Companies: Warrant	10,000 00	2,000 00	8,000 00
Aug. 12th, 1916.....	Expenses <i>re</i> entertainment of the Toronto Board of Trade at O. A. College: Warrant	19 50	19 50	
Aug. 12th, 1916.....	Northern Ontario Relief Commission: Warrant			
Aug. 17th, 1916.....	do			
Sept. 30th, 1916.....	To provide for building bridge across Little Thessalon river, Thessalon Township, Algoma: Warrant	160,000 00	160,000 00	
Sept. 28th, 1916.....	Extra services of firemen at Toronto Normal School on account of duties on Sundays: Warrant	5,000 00	848 18	4,151 82
Aug. 31st, 1916.....	Victrola and records for Mr. Speaker: Warrant	157 50	157 50	
Oct. 9th, 1915.....	Frank H. Keefer, professional services <i>re</i> level of Lake of the Woods: Warrant	341 10	341 10	
Sept. 8th, 1916.....	Services of temporary additions to staffs, Normal Schools: Balance unexpended, 1914-15.....	1,788 65	1,788 65	
Oct. 8th, 1915.....				11,844 70

Sept. 19th, 1916.....	Warrant	2,000 00			
Oct. 5th, 1916.....	do	1,670 00	15,514 70	2,075 40	13,439 30
June 9th, 1916.....	Grant to the Royal Canadian Institute: Warrant		600 00	600 00	
June 9th, 1916.....	Purchase of automobile in connection with dairy instruction and inspection: Warrant		687 00	687 00	
Oct. 20th, 1916.....	Additional equipment, Ontario School for the Blind: Warrant		1,425 00	1,390 00	35 00
Oct. 10th, 1916.....	Erection of school houses at Porquis Junction, Matheson, and other northern points, destroyed by fire: Warrant		15,000 00	1,500 00	13,500 00
Feb. 22nd, 1916.....	Automobile for Horticultural Experimental Station. Vineland: Warrant		675 00	675 00	
May 19th, 1916.....	Allowance to Anna Baldwin, daughter of the late Col. C. J. Baldwin, <i>re</i> loss to her father in raising and equipping a regiment during the rebellion of 1837: Warrant		175 00	175 00	
Aug. 21st, 1916.....	N. R. Butcher & Co., services <i>re</i> carrying on work of John Agnew on leave <i>re</i> military duty: Warrant		2,100 00	350 00	1,750 00
May 30th, 1916.....	Payments of insurance premiums and interest in connection with escheated estate of the late Father Brophy: Warrant	1,000 00			
Oct. 11th, 1916.....	do	304 65	1,304 65	1,304 65	
June 6th, 1916.....	Travelling expenses of members of the Highway Commission, 1914: Warrant		76 05	76 05	

SPECIAL WARRANTS.—Continued.

Dates of Warrants.		Amount.	Expended, 1915-1916.	Unexpended.
		\$ c.	\$ c.	\$ c.
June 21st, 1916.....	Travelling expenses of H. N. Kittson, member of Ontario Railway Board, 1914-1915: Warrant	62 45	62 45	
July 6th, 1916.....	Payment of services of Dr. W. H. Howey, Surgeon, Sudbury gaol: Warrant	500 00	500 00	
July 20th, 1916.....	Payment to Geo. Atkins for loss of horse: Warrant	135 00	135 00	
June 25th, 1915.....	Expenses of placing unemployed on Ontario farms: Balance unexpended, 1914-1915	170 03	24 77	145 26
May 5th, 1916.....	Telephone service, Government House: Warrant	350 00	169 28	180 72
	Total No. 2 statement	1,458,081 63	816,777 09	641,304 54

RECAPITULATION.

	Amount.	Expended, 1915-1916.	Unexpended.
1.—Total No. 1 Statement	\$913,176 53	\$654,972 14	\$258,204 39
2.—Total No. 2 Statement	1,458,081 63	816,777 09	641,304 54
Grand Total	\$2,371,258 16	\$1,471,749 23	\$899,508 93

C

Statement of Warrants Issued for Expenditures in Excess of Appropriations for the Fiscal Year ended October 31st, 1916.

1916	Service.	Warrant	Expended
Feb. 24th.....	Travelling Expenses of N. S. Students re Nature Study	\$ c. 500 00	\$ c. 26 61
May 19th.....	Succession Duty Refunds.....	25,000 00	23,625 73
" 25th.....	Board and Travelling Expenses of Students at Normal School, North Bay.....	8,000 00	7,032 03
June 21st and Oct. 26th....	Government House, Water, Fuel and Light....	1,350 00	1,171 80
June 21st and Aug. 3rd....	Government House, Furniture and Furnishings	25,500 00	24,789 64
July 5th, Aug. 16th and Oct. 31st	Ontario Agricultural College, Repairs.....	1,400 00	1,348 66
July 11th.....	Provincial Board of Health, Sanitary Investigations.....	10,000 00	9,553 47
" 12th and Oct. 4th	Treasury Department, Contingencies.....	7,000 00	5,972 34
July 20th.....	Department of Agriculture, Contingencies.....	3,000 00	2,585 62
" 27th.....	Normal School, Toronto, Electric Wiring and Fixtures.....	150 00	147 51
Aug. 10th.....	Inspection of Division Courts, Contingencies...	700 00	441 57
" 11th and Oct. 27th ..	Institutes Branch, Contingencies.....	1,400 00	1,169 71
Aug. 11th.....	Crown Counsel Prosecutions.....	1,700 00	1,653 53
" 11th.....	Rural, Public and Separate Schools, Districts..	6,000 00	171 14
" 16th.....	Long Lake Bridge, Stephenson.....	1,000 00	729 57
" 23rd.....	Mercer Reformatory, Miscellaneous Services...	3,000 00	1,500 55
" 31st and Oct. 26th ...	Government House, Repairs and Contingencies.	1,850 00	1,792 68
Aug. 31st.....	Grants to Teachers, Model School Training....	4,150 00	4,028 11
Sept. 8th.....	Normal School, Stratford, Repairs and Incidentals.....	375 00	372 25
" 8th and Oct. 19th....	N. and M. Schools, Toronto, Repairs, Alterations and Additions	2,150 00	2,122 38
Sept. 8th.....	Rural, Public and Separate Schools, Counties General Grants	28,000 00	11,805 18
" 8th.....	Expenses of Elections.....	5,000 00	3,359 26
" 14th and Oct. 23rd....	Osgoode Hall, Cleaning of Building.....	1,450 00	1,446 67
Sept. 19th.....	Hospital for Insane, Toronto, Whitby Branch..	125,000 00	124,303 20
" 27th.....	Motor Vehicles Branch, Automobile Markers and Supplies.....	8,000 00	7,690 89
" 27th.....	Provincial Assay Office, Salaries and Expenses.	1,000 00	637 08
" 28th.....	Game and Fisheries Department, Contingencies	2,500 00	708 91
" 28th.....	Colonization Roads Branch, Contingencies....	500 00	267 02
" 28th.....	N. S., Ottawa, to Pay Taxes City of Ottawa..	23 41	23 41
Oct. 4th.....	Demonstration Farm, Northern Ontario.....	5,000 00	4,943 08
" 5th.....	Inspector of Moving Picture Theatres, Contingencies.....	1,000 00	200 09
" 5th.....	Inspection Public Institutions Office, Contingencies.....	5,000 00	3,104 91
" 5th.....	Succession Duty, Interest Refunds.....	1,000 00	249 35
" 10th, 26th and 31st	Ontario Veterinary College, Alterations and Additions.....	1,200 00	1,190 29
Oct. 18th.....	Insurance.....	1,500 00	384 05
" 18th.....	Motor Vehicles Branch, Contingencies.....	3,500 00	1,614 05
" 18th.....	Post Office, Carriage of Mail.....	900 00	850 00

**Statement of Warrants Issued for Expenditures in Excess of Appropriations for
the Fiscal Year ended October 31st, 1916—Concluded**

1916	Service.	Warrant.	Expended.
		\$ c.	\$ d.
Oct. 19th.....	Audit Office, Contingencies.....	400 00	254 23
" 20th.....	Provincial Board of Health, Contingencies.....	1,500 00	1,185 66
" 23rd.....	Ontario School for the Blind, Brantford—		
	Groceries and Provisions	600 00	590 80
	Unenumerated	150 00	149 87
" 23rd.....	Exhibit of Fruit, Grain and Vegetables at Canadian National Exhibition	650 00	563 55
" 23rd.....	Telephone Service, Parliament Buildings.....	1,620 00	1,311 82
" 26th & 31st	N. and M. Schools, Toronto, Additional Teachers	625 00	603 24
" 26th.....	N. and M. Schools, Ottawa, Additional Teachers	550 00	516 48
" 26th.....	Normal School, London, Additional Teachers..	125 00	117 64
" 26th.....	Normal School, North Bay, Additional Teachers	125 00	117 64
" 26th.....	Ontario School for the Blind, Brantford, Im- provement to Electric Wiring.....	75 00	21 15
" 26th.....	"Hobart" Bridge, 9th line, Medonte	350 00	1 07
" 26th.....	Parliament Buildings, Repairs and Cleaning...	2,500 00	2,100 39
" 26th.....	District of Thunder Bay, Registry Office Metal Fittings and Furnishings.....	175 00	165 75
" 26th.....	Normal School, London, Repairs.....	150 00	67 58
" 26th.....	Printing Examination Papers for Training School for Nurses.....	75 00	60 12
" 27th.....	Railway Fares and Clothing of Discharged Prisoners, Mercer Reformatory	300 00	94 88
" 27th.....	Mercer Reformatory, Groceries and Provisions.	500 00	443 98
" 27th.....	Hospital for Insane, London, Repairs to Build- ings damaged by fire.....	2,500 00	2,251 77
" 27th.....	Hospital for Feeble-Minded, Orillia, Additional Cottages.....	13,000 00	10,007 25
" 31st.....	Ontario Reformatory, Guelph.....	6,000 00	5,941 03
" 31st.....	Hospital for Insane, London—		
	Groceries and Provisions.....	6,000 00	5,947 67
	Clothing.....	750 00	376 67
	Laundry.....	300 00	188 88
	Farm Expenses	1,000 00	985 37
" 31st.....	Hospital for Insane, Kingston, Medicines and Medical Comforts	300 00	281 35
" 31st.....	Master-in-Ordinary, Contingencies	100 00	95 79
" 31st.....	Ontario Agricultural College, Annex to Ser- vants' Wing	350 00	332 65
" 31st.....	Department Lands, Forests and Mines, Contingencies.....	2,500 00	1,184 62
" 31st.....	Hospital for Insane, Hamilton, Groceries and Provisions.....	3,500 00	1,384 09
" 31st.....	Teachers' Associations, Grants and Contingen- cies.....	400 00	396 06
" 31st.....	Departmental Examinations, Assistants in con- nection therewith	1,600 00	1,499 96
" 31st.....	Departmental Library and Museum, Archæo- logical Researches	350 00	224 13
		343,918 41	292,425 48

REPORT FOR 1916

OF

The Workmen's Compensation Board

ONTARIO

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO:

Printed and Published by A. T. WILGRESS, Printer to the King's Most Excellent Majesty

1917

— Printed by
WILLIAM BRIGGS
Corner Queen and John Streets
TORONTO

THE WORKMEN'S COMPENSATION BOARD

SAMUEL PRICE, Chairman

A. W. WRIGHT, Vice-Chairman

GEO. A. KINGSTON, Commissioner

J. M. McCUTCHEON, Secretary

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REPORT FOR 1916
OF
The Workmen's Compensation Board
ONTARIO.

To His Honour the Lieutenant-Governor:—

The Workmen's Compensation Board has the honour to submit its Report for the calendar year 1916.

The Report covers the second year's operation of the Act, and the information and figures submitted are in many ways more complete and a better representation of the normal working of the new law than those of the first year.

Compensation

The compensation for the year 1916, including estimates for continuing disabilities and outstanding accidents, amounts in Schedule 1 industries to \$1,971,675.63, and in Schedule 2 to \$451,709.93, making a total of \$2,423,385.56, or an average of \$7,800 for each working day of the year.

This is a heavy increase over 1915. The compensation in Schedule 1 for 1915 was \$1,091,020.43. (being very close to the estimate in the 1915 Report) as against \$1,971,675.63 for 1916. Activity in industries stimulated by the war, and greater frequency and more complete reporting of accidents are no doubt the chief explanations of the increase.

Accidents

Up to the close of the year 16,192 accidents happening during 1916 had been compensated, 256 being fatal cases, 1,418 permanent disability cases, and 12,896 involving only temporary disability. The corresponding figures for 1915 were 9,829, comprising 251 fatal, 1,034 permanent disability, and 8,544 temporary disability cases.

There were in addition to the 16,192 accidents compensated prior to the end of the year, 7,672 other accidents reported, which, because of the disability being less than seven days or for other reason, did not come within the provisions of the Act; and there were 1,430 cases in which complete reports had not yet been filed.

As claims and reports continue to be received long after the close of the year the final figures will largely exceed the numbers mentioned.

Prompt Disposition

At the close of the year only 312 Schedule 1 cases in which reports were complete remained undisposed of. The average time elapsing after receipt by the Board of the necessary reports and information before dispatch of the first compensation cheque was six days (including Sundays). Subsequent payments were usually made upon the day they fell due or the following day if the reports or information warranted it.

Assessments

The total assessments in Schedule 1 for 1916, including estimated adjustments, amount to \$1,948,040.85.

These are contributed by 15,200 employers upon pay rolls aggregating approximately \$183,000,000, representing (according to a calculation based upon the average earnings in accident cases) the wages of about 240,000 full year workers. This is exclusive of clerical workers not exposed to the hazard of the industry, and of the industries in Schedule 2, in which the employers are individually liable for compensation but do not contribute to the Accident Fund.

The amount of compensation for Schedule 1 is about the same as the assessments. The other Schedule 1 income for the year, apart from the \$25,000 contributed by the Province and the \$33,898.82 interest on the Pension Reserve Fund, consists of \$41,920.28 received for interest, penalties, etc., and the other expenditures charged against Schedule 1 consist of \$41,025.76 paid to employers' safety associations, and \$74,527.51 for administration expenses.

Full Benefits at Bare Cost

The administration expenses paid by Schedule 1 employers for 1916 amount to less than $4\frac{1}{4}$ per cent. of the collections made during the year. With the Provincial contribution of \$100,000 which has now been promised, it is hoped that for 1917, employers, apart from the safety associations under their own control, will be required to pay only what goes exclusively to or for the benefit of the workmen.

As legal or other agency assistance is unnecessary either for workman or employer, and as compensation cheques go directly to the person entitled, this will mean full benefits at bare cost.

Collections

The fact that only a fraction of one per cent. of the 1915 assessments and only about two per cent. of the 1916 provisional now remain unpaid, will indicate the satisfactory condition of the industries of the Province, notwithstanding the war, and the care endeavoured to be exercised in the administration of these matters.

Rates of Assessment

While the rates for 1916 upon the whole were about sufficient to meet requirements, some of the classes showed considerable deficits, and some considerable surpluses. In these cases the rates are being adjusted retroactively.

There will be some changes but little or no general increase will be required in rates for 1917, other than the addition rendered necessary by the medical aid provisions now before the Legislature.

An interesting comparison of rates will be found at the end of the article on Actual Cost and Current Cost. The Ontario rates are very much lower on the average than those of Michigan and New York.

Merit Rating

It is expected that a system of merit rating will be adopted which will be made to apply to the year 1917, the adjustment being made the following year as soon as the necessary information for doing so is available. This will mean that employers who take safety precautions and avoid accidents will eventually pay a lower rate than those who do not, and thus the strongest objection that the employer who was careful to prevent accidents had to the present assessment principle will be removed.

Medical Aid

The most important amendment proposed to be made to the Act the present year is a provision for medical aid. Under this workmen are to be entitled for one month from the date of disability to medical and surgical aid and hospital and skilled nursing services, to be provided by the Board and paid out of the Accident Fund in Schedule 1 industries, and to be provided by the employer individually in Schedule 2 industries.

Applications by Employers

Under the amendment made in 1916 a large number of applications have been made by employers to have industries or employees not included in Schedule 1 or Schedule 2 brought within the provisions of Part I of the Act. Among them were a number of applications from municipal corporations and commissions in respect of classes of employees not otherwise covered.

Other Matters of Interest

Among other matters of special interest which may be mentioned is the increase of the average weekly wage of workmen from \$13.27 in 1915 to \$15.29 in 1916, and a decrease in the average duration of temporary disability from 20.86 days in 1915 to 19.51 days in 1916.

The average age of workmen injured during the year was 33.29 years, the oldest being 81, and the youngest 11, the latter being a fatal case.

Among the causes of accident, infection from small wounds, as in 1915, forms a large and very expensive list, which a little care and attention should greatly reduce.

Experience of Act

The two years' experience now had of the Act affords fair opportunity to judge of its merits. From the tenor of communications from both employers and workmen few would care to revert to the old system. The furnishing of compensation without expense to the workman and at actual cost to the employer, the speedy disposition of cases, removal of causes of friction between employer and workmen, immunity from litigation, and making compensation for injury the rule rather than the exception, are the outstanding advantages of the present system. As under any law, there will be individual instances where the new condition may be less favourable to either party than the old, but the general advantage to both workmen and employers and to the community at large seems to be unquestioned.

FINANCES

Tables 1 to 7 show the financial transactions of the Board, the condition of the funds, and the standing and provisional balances in the different classes of industry in Schedule 1 for the calendar year 1916.

Table 8 gives the final figures for Schedule 1 industries for the year 1915.

Table 9 gives a statement of the compensation awarded and the moneys handled by the Board during 1916 in respect of Schedule 2 industries.

The total income, actual and estimated, in respect of Schedule 1 industries for the year, including a balance of \$657,015.88 carried forward from 1915, amounts to \$2,646,977.01; the total expenditures, actual and estimated, including the small amount set aside for Disaster Reserve, amounts to \$2,102,025.29; and the total provisional balance is \$544,951.72. The particulars and the figures for the different classes of industries are shown in Table 1.

The balance arises from the amount carried forward from 1915, this being in the nature of a working fund which is necessary to meet expenditures during the three months or more elapsing after the close of the year before the adjustments of the past year's assessments or the first payments upon the current year's assessments are received. Apart from the balances carried forward from 1915, the income for 1916 with the slight further addition that will likely result from assessments on new and increased pay rolls will apparently about equal the expenditure.

Though upon the whole the assessments for 1916 were about sufficient to meet the burden for the year, some of the classes of industries show a deficit, one of them a large one, and a few of them considerable amounts; while a number of classes show a considerable surplus.

Where the surplus or deficit is large, retroactive reductions or increases in rates are being made accordingly.

These figures, it must be remembered, are only provisional. The complete actual figures for the year will not be available until the adjustments of rating as well as the adjustment of assessments to the actual amount of pay roll have been carried out, nor until the compensation payable in respect of continuing disabilities and outstanding accidents has been finally determined.

Assessments

The assessments in Schedule 1 industries for 1916 are as follows:—

Collected on the estimated pay rolls	\$1,472,715 85
Estimated adjustments for excess of actual pay rolls over estimates (based upon the increases shown in the new pay roll statements already received)	475,325 00
Total Assessments for the year	\$1,948,040 85

The figures for the different classes of industries are shown in Table 1.

The pay rolls upon which these assessments are levied amount approximately to \$183,000,000, coming from 15,200 employers, and representing the wages of about 240,000 full year workers,

Assessments are payable in two instalments, the first being payable within thirty days after issue of notice, which is about the end of March or the beginning of April, and the second on September 1.

In addition to the assessments the other receipts for the year, including interest, penalties, collections for third party liability, etc., amounted, exclusive of the interest on the Pension Reserve Fund, which is credited to that fund, to \$41,920.28.

Compensation

The compensation in Schedule 1 industries for the year 1916, actually awarded and estimated, is as follows:—

Compensation paid other than pensions (including payments under Section 22a)	\$627,634 27
Pension awards (present value)	503,199 71
Compensation deferred other than pensions (including moneys held for minors)	24,188 06
Compensation estimated for continuing disabilities (for which payment had been made to the end of the year but which still continued)....	\$352,405 39
Compensation estimated for outstanding accidents (including claims in assembly and accidents unreported at the end of the year)	464,248 20
Total Compensation for the year	\$1,971,675 63

The figures for the different classes will be found in Table 1. For statistical purposes, and as a matter of information separate account is also kept of the compensation paid to the workmen of each individual employer.

The number of accidents and information concerning them will be found under the heading Accident Statistics and in Tables 10 to 18.

Pension Reserve Fund

The Pension Reserve Fund consists of the specific amounts set apart for each pension award. All pension payments are made out of this fund, and all interest earned by it is added to it.

The particulars and standing of the fund for the various classes of industries will be found in Table 2.

In addition to the \$503,199.71 of pension awards made for 1916 accidents before the close of the year, there will be a large amount for continuing cases in which the extent of permanent disability could not yet be determined and for accidents still outstanding. The amount of pension awards for 1915 accidents made after the close of 1915, was \$227,791.35.

Investments

Particulars of all investments of funds in the hands of the Board are given in Table 5. Apart from the temporary deposits or short term investments of moneys expected to be needed for current use the investments consist solely of municipal or municipally-guaranteed debentures and Dominion of Canada War Loan. The rate of interest yielded on each investment is shown in the table. The average rate of interest for the year upon all investments is $5\frac{1}{4}$ per cent. Three per cent. is received on current bank balances.

Disaster Reserve

This is a small fund provided for by Section 88 (2) of the Act, intended to assist in payment of any unusual or unexpected loss arising from a disaster or other circumstance which might unfairly burden the employers in any class. The amount set aside is one per cent. of the assessments.

No payment has yet been made from the fund, but the question of applying part of it to assist in paying the compensation entailed by a recent accident in the milling class which resulted in a large number of fatalities is under consideration.

Safety Associations

Particulars respecting the safety associations formed and operated under the provisions of Section 101 of the Act are given in Table 6.

The total amount paid by the Board during the year 1916 in support of these associations was \$41,025.76.

Administration Expenses

An analysis of the administration expenses of the Board for the year is given in Table 7. The details of all disbursements for administration expenses appear from year to year in the Public Accounts of the Province.

The total expenditure for the year under this head, including \$4,278.33 for permanent equipment, amounts to \$112,523.21. Toward this the Province, in addition to providing office accommodation, contributed out of the Consolidated Revenue Fund under Section 68 of the Act \$25,000, leaving a balance of \$87,523.21 to be otherwise provided for. This has been apportioned between Schedule 1 and Schedule 2 employers according to the number of accidents, the amount charged to Schedule 1 employers being \$74,527.51 and to Schedule 2 \$12,995.70.

The administration cost borne by Schedule 1 employers is 4.21 per cent. of all assessments collected during the year.

The names, position, and salaries of the staff of the Board are given in Appendix F.

Final Figures for 1915

The final figures for 1915, including receipts, charges, and balances and number of accidents, are given in Table 8.

The statement for 1915 given in the 1915 Report was, as in the case of Table 1 of this Report, necessarily made up in part of estimates. The accounts for the year 1915 have now been closed and the actual results are presented in Table 8.

Comparing the provisional with the final statement, the assessments and the net balances of the latter show a considerable increase over the provisional figures given in the 1915 Report. This is by reason of the actual pay rolls for 1915 in many cases largely exceeding the employers' estimates. In the 1915 Report no estimate was made for this increase, but in the present Report such an estimate, based upon the new pay roll statements, has been added in the provisional statement for 1916.

The actual net charges or expenditure for 1915 as now ascertained approximated very closely the provisional figures of the 1915 Report, in which estimates for continuing disabilities and outstanding accidents were used, the total actual

charges being \$1,211,967.33, while the provisional statement showed a total of \$1,186,221.62. In the different classes, also, the variation between the provisional and the actual figures was in most cases comparatively small.

Schedule 2 Matters

Information concerning the awards and transactions of the Board in respect of Schedule 2 industries is given in Table 9.

The total amount of compensation awarded during 1916 (valuing the pension awards) was \$451,709.93, \$230,569.39 being for death cases, \$91,988.35 for permanent partial disability cases, and \$129,152.19 for temporary disability cases.

The amounts for the different kinds of industry or business are shown separately in the table. The awards in respect of Municipal Corporations amount to \$75,713.21, Railways, \$327,316.23, and Street Railways, \$13,011.36.

Except in the case of pensions the compensation awarded in Schedule 2 cases (which is paid by the employers individually) is not usually handled by the Board, though the cheque, except in the case of municipal corporations or commissions, is transmitted through the Board. In pension cases the employers, except in the case of municipal corporations and commissions, is required to make a deposit with the Board under Section 28 of the Act, and out of this money the Board makes the monthly payments to the pensioners. The amounts of these deposits and the standing of the Schedule 2 fund account are shown in Table 9.

Separate account is kept of each deposit and accrued interest is added from time to time.

Schedule 2 employers are assessed for their share of administration expenses other than those provided for by the Province. The amount received for the year 1915 was \$15,231.15. The amount which is now being collected for 1916 is \$12,995.70.

What are known as Crown cases are included in the Schedule 2 awards. These are cases referred by departments of the Provincial Government to the Board for investigation and award.

TABLE 1.

Statement of Income and Expenditure, Schedule I by Classes, for year 1916.

Class	INCOME.										EXPENDITURE.										BALANCE.	
	Assessments Collected on Estimated Pay Rolls.	Interest, Penalties, etc. other than on Pension Reserve Fund.	Estimated Adjusted 1916 Pay Rolls.	Carried Forward from 1915.	TOTAL.	Compensation Estimated for other than Pensions.	Transferred for Pensions Awarded.	Paid to Safety Associations.	Administration Expense.	Compensation Deferred.	Compensation Estimated for Continuing Disabilities.	Compensation Estimated for Outstanding Accidents.	Disaster Reserve.	TOTAL.	Provisional.							
1	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
2	121,909 21	3,841 29	20,000	63,204 03	211,964 56	39,669 81	28,038 80	4,800 00	5,967 93	891 50	42,036 00	27,599 22	1,259 11	150,622 41	61 339 08	1						
3	45,819 96	1,284 19	10,500	9,968 19	67,549 34	19,317 20	29,240 70	3,050 00	1,901 91	688 01	9,566 42	14,814 71	462 19	79,631 44	-11,502 16	2						
4	31,826 59	853 97	11,750	3,029 40	50,489 96	17,354 16	8,388 29	2,850 00	1,421 57	802 25	7,097 73	5,830 07	359 01	46,374 08	5,175 88	3						
5	64,163 29	1,457 07	15,750 00	16,734 41	85,097 46	40,550 00	19,777 39	3,300 00	3,061 24	29,579 76	21,055 32	111,248 11	26,151 01	126,400 12	-26,151 01	4						
6	210,134 12	4,877 19	62,000 00	103,316 20	380,327 51	67,166 64	79,919 57	.....	10,708 57	2,532 40	37,411 81	46 175 36	2,103 68	246,018 43	131,504 08	5						
7	27,186 08	778 32	3,800 00	11,362 17	43,126 57	9,046 87	16,836 88	2,880 00	1,214 28	196 92	8,845 55	9,144 33	273 71	48,528 54	5,101 97	6						
8	16,174 19	187 64	2,100 00	59 05	12,521 18	3,996 68	3,525 38	.....	352 54	154 61	1,115 81	2,222 69	101 91	11,460 62	1 051 76	7						
8a	76,949 54	2,112 81	71,000 00	35,440 20	185,502 54	47,561 09	35,208 93	1,169 15	5,221 94	941 31	23,211 63	29,062 70	774 00	143,461 28	12,038 80	8						
8b	40,442 12	1,205 43	12,200 00	18,093 73	79,601 68	21,843 88	2,750 05	100 150	2,240 53	804 41	6,962 19	8,194 53	60 32	44,225 29	37,574 23	8						
8c	58,789 01	1,536 83	27,530 00	28,501 26	116,330 16	31,869 75	11,232 63	1,169 15	3,271 39	1,814 92	12,729 43	11,720 75	500 46	77,552 10	38,578 80	9						
10	157,535 93	3,070 49	72,500 00	49,374 26	280,380 88	121,443 93	62,267 00	2,218 55	7,331 67	5,404 87	40,777 63	58,821 93	1,360 17	299,627 67	20,146 71	10						
11	62,847 90	1,374 74	21,250 00	24,541 53	110,013 87	34,519 97	15,666 63	1,900 00	3,097 14	366 11	24,560 00	18,931 83	629 03	99,670 71	10,344 16	11						
12	3,394 72	91 27	1,300 00	2,885 51	7,671 44	1,440 96	.....	.....	216 06	101 58	35 18	101 96	41 01	2,227 28	5 414 05	12						
13	139,830 24	3,051 72	10,000 00	34,006 30	193,488 54	10,908 41	18,127 39	.....	5,810 84	1,160 09	13,337 36	11,239 40	1,401 44	62,107 83	131,389 72	13						
14	21,892 12	319 98	5,200 00	12,612 35	40,054 45	9,182 23	12,283 16	25 00	792 06	.....	12,822 66	8,265 80	219 29	43,951 25	-3,896 80	14						
15	6,465 32	225 72	1,000 00	7,208 21	11,499 23	3,757 96	5,487 19	.....	419 80	.....	3,527 01	3,209 23	61 80	16,465 90	-1,566 65	15						
16	5,058 47	136 29	875 00	5,730 69	11,810 43	2,097 46	2,887 19	.....	307 32	3 99	.....	2,342 22	50 68	12,911 48	-201 63	16						
17	21,441 17	315 68	4,700 00	14,657 49	29,145 62	4,205 40	14,355 30	.....	820 63	.....	3,169 35	88,675 69	225 18	108,391 64	79,246 02	17						
18	21,084 50	637 27	2,400 00	16,270 99	40,392 81	10,218 04	6,700 32	550 00	1,137 31	1,042 70	1,737 21	4,974 37	241 91	26,571 86	13,820 95	18						
19	7,732 64	286 37	1,600 00	8,947 07	20,566 87	4,088 22	1,804 98	1,100 00	379 06	103 49	691 17	1,673 03	97 76	10,047 71	19,518 57	19						
20	14,122 08	433 21	2,550 00	8,769 34	30,874 03	10,971 05	4,429 93	675 00	860 32	1,090 28	5,301 96	3,477 01	191 10	28,979 61	1,805 02	20						
21	36,625 08	589 21	5,000 00	6,551 09	48,768 33	10,127 40	8,897 18	.....	1,373 11	964 02	7,497 74	8,455 12	366 08	43,688 06	2,987 64	21						
22	1,970 19	50 24	200 00	6,084 55	8,284 98	270 80	.....	.....	126 65	.....	12 83	262 03	14 71	1,450 80	5,054 19	22						
26	32,024 05	790 03	9,250 00	7,131 41	49,695 62	13,380 77	14,729 77	2,700 00	1,399 24	627 52	16,376 19	11,311 62	320 71	60,841 82	-11,149 30	26						
27	13,555 40	430 38	5,875 00	11,181 86	32,992 64	2,241 24	1,277 44	1,016 65	928 98	.....	72 24	1,686 81	156 44	11,979 32	2,012 32	27						
28	5,300 35	180 90	1,500 00	3,326 87	10,516 12	954 05	.....	.....	296 09	.....	78 85	328 06	53 41	2,392 71	8,124 41	28						
29	19,897 81	448 71	3,375 00	9,739 69	47,123 27	10,530 57	8,222 41	3,400 00	712 12	994 48	3,950 09	5,364 39	139 63	61,124 20	-3,817 02	29						
30	13,993 81	1,859 19	11,390 75	20,081 44	5,630 56	8,759 64	.....	.....	758 47	.....	1,127 94	3,986 13	191 69	29 685 14	6,249 61	30						
32	12,162 42	367 23	10,800 00	7,982 50	31,272 21	3,679 52	5,055 88	.....	880 49	.....	6,470 98	8,833 77	121 52	29 048 46	11 224 73	32						
33	101,611 97	4,024 58	32,500 00	81,552 01	219,748 36	36,988 97	42,174 27	.....	6,819 50	.....	19,035 33	24,784 70	192 78	130,767 06	8,561 56	33						
37	20,041 32	933 95	7,250 00	16,175 15	44,770 42	3,789 79	3,040 80	.....	1,537 46	181 78	5,723 80	5,381 38	304 11	18,471 43	2,228 38	37						
38	21,086 18	518 23	11,750 00	17,008 22	44,512 62	4,218 40	6,670 00	3,893 43	1,413 41	.....	2,161 45	4,178 65	230 14	25 063 66	25,809 67	38						
41	62,674 56	1,546 80	15,000 00	29,408 45	107,268 81	16,955 43	10,147 30	.....	2,722 88	179 17	13,435 89	14,682 74	629 07	66,674 64	10,594 13	41						
73	.....	1 44	.....	117 90	119 34	.....	.....	.....	3 36	.....	.....	.....	.....	3 36	115 98	73						
	1,472,715 85	41,920 28	475,325 00	658,073 45	2,646,977 01	627,634 27	503,199 71	41,025 76	74,527 51	24,188 06	352,405 39	464,245 20	14,790 87	2,102,023 25	727,030 41	-182,078 69						
				657,015 88												644,951 72						

†Of this amount \$3,179.55 was collected under Section 9.

*Includes \$80,201.85 for claims arising from one accident.

NOTE.—It will be observed that as respects the adjustment of assessments to the actual pay rolls and as respects the compensation still undetermined at the end of the year the figures in this table are only estimated amounts, and the balances are only provisional. Estimated surpluses are being reduced and estimated deficits made up by retroactive changes of rate in a number of classes. The complete actual figures for the year with all adjustments will be shown in the next report as is now being done for 1916 in Table 8 of this Report.

NATURE OF INDUSTRIES IN EACH CLASS (FOR 1916).

- | | | | | |
|------------------------------|--|---------------------------------|------------------------------|---|
| 1. Lumbering. | 8a. Rolling mills, etc. | 14. Gas, petroleum, paint, etc. | 22. Bakeries, canning, etc. | 33. Steel construction. |
| 2. Pulp and paper mills. | 8b. Foundries, etc. | 15. Liquors. | 24. Tobacco. | 33. Building. |
| 3. Furniture mfg., etc. | 8c. Fabrication structural steel, etc. | 16. Drugs, soap, etc. | 26. Textiles. | 37. Road construction, etc. |
| 4. Planing mills, etc. | 10. Metal articles. | 17. Milling. | 27. Clothing. | 38. Electric power, etc. |
| 5. Mining. | 11. Agricultural implements, etc. | 18. Abattoirs, etc. | 28. Power laundries, etc. | 41. Railway and canal construction, dredging, fishing, etc. |
| 6. Brick mfg. and quarrying. | 12. Jewellery mfg., etc. | 19. Tanneries. | 29. Printing and stationery. | |
| 7. Glass works. | 13. Explosives. | 20. Leather and rubber goods. | 30. Tanning and cartage. | 73. Miscellaneous. |

TABLE 2.

Pension Reserve Fund—Schedule 1, by Classes—for year 1916.

Class.	1915 Balance Forward.	Pension Awards during 1916.	Interest Received.	Pension Payments.	Balance.	Class.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
1	47,004 35	49,947 61	3,400 41	7,935 07	92,417 30	1
2	4,840 48	33,681 92	1,034 65	1,972 54	37,584 51	2
3	1,888 75	19,671 36	544 36	1,671 40	20,433 07	3
4	11,082 83	26,709 48	1,180 28	1,660 05	37,312 54	4
5	44,665 14	118,243 87	4,982 17	8,275 25	159,615 93	5
6	5,399 42	27,544 90	923 38	1,404 23	32,463 47	6
7	3,549 84	6,516 15	327 07	528 99	9,864 07	7
8a	13,966 31	42,825 95	1,706 68	2,487 12	56,011 82	8a
8b	3,091 91	3,814 86	234 42	618 00	6,523 19	8b
8c	26,840 81	33,802 73	2,077 90	4,364 48	58,356 96	8c
10	14,811 16	72,463 58	2,454 61	3,897 53	85,831 82	10
11	16,369 11	24,846 61	1,382 08	2,297 59	40,300 21	11
12	.....	.....	.....	.....	.....	12
13	13,427 79	22,087 10	1,170 69	2,110 94	34,574 64	13
14	.....	12,283 16	292 42	582 50	11,993 08	14
15	851 88	6,626 87	178 99	315 00	7,342 74	15
16	.....	6,287 19	155 05	81 00	6,361 24	16
17	11,169 09	20,279 22	1,042 49	1,913 60	30,577 20	17
18	3,616 64	7,713 72	361 17	496 00	11,195 53	18
19	1,223 64	1,804 98	100 59	224 50	2,904 71	19
20	4,386 15	6,334 91	361 58	640 00	10,442 64	20
22	16,323 84	9,877 19	1,020 46	1,702 30	25,519 19	22
24	.....	270 80	4 17	100 00	174 97	24
26	4,928 99	27,007 87	880 54	1,640 36	31,177 04	26
27	.....	4,277 44	105 20	65 54	4,317 10	27
28	453 74	2,365 65	76 29	217 50	2,678 18	28
29	2,808 64	8,194 23	332 76	497 00	10,838 63	29
30	6,002 30	8,756 64	488 64	1,211 64	14,035 94	30
32	4,902 11	9,268 36	453 30	936 48	13,687 29	32
33	32,374 26	74,314 55	3,353 48	4,909 73	105,132 56	33
37	17,187 46	8,247 20	1,024 50	1,637 99	24,821 17	37
38	10,717 94	6,670 00	659 59	1,717 95	16,329 58	38
41	19,157 10	28,254 96	1,588 90	3,009 21	45,991 75	41
73	.....	.....	.....	.....	.....	73
	343,041 68	*730,991 06	33,898 82	61,121 49	1,046,810 07	

NOTE.—The Pension Reserve Fund represents the present value of the pensions awarded. At the time of each pension award the amount which is calculated to be necessary to take care of the pension is transferred to this account and all pension payments are made from the fund so formed and all interest earned by it is added to it. The balance in the fund and in each respective class from time to time is just what is calculated to be necessary to pay the pensions awarded.

*This includes \$227,791.35 awarded for 1915 accidents.

TABLE 3.

Statement of Receipts and Payments for year 1916.

Current Fund.			
RECEIPTS.		PAYMENTS.	
Jan. 1st, 1916—		Compensation Paid other than	
Cash in Do-		Pensions	\$808,172 43
minion Bank. \$53,392 93		Transferred for Pensions Awarded	730,991 06
Jan. 1st, 1916—		Paid to Safety Associations	41,025 76
Cash in Stan-		Administration Expenses (towards	
dard Bank... 2,325 59		which \$25,000.00 was contributed	
	\$55,718 52	by Province; balance of \$87,-	
Assessments Collected ...	1,752,709 46	523.21 being apportioned, \$74,-	
Interest, Penalties, etc. ..	46,482 31	527.51 to Schedule 1 and \$12,-	
Received under Sec. 9....	3,179 55	995.70 to Schedule 2)	112,523 21
Received from Consolidat-		Cash in Dominion	
ed Revenue Fund to		Bank	\$201,800 20
apply on account ad-		Cash in Standard	
ministration expense...	25,000 00	Bank	3,808 33
Received from Schedule 2			205,608 53
employers, on account			
of 1915 expenses, paid			
out of Schedule 1, in			
1915	15,231 15		
	\$1,898,320 99		\$1,898,320 99

Pension Reserve Fund.

RECEIPTS.		PAYMENTS.	
Jan. 1st, 1916—Cash in		Pensions paid	\$61,121 49
Bank of Montreal	\$8,695 48	Invested in Debentures	700,929 76
Transferred from Current		Cash in Dominion Bank \$5,973 26	
Fund for Pension		Cash in Bank of Mont-	
Awards	730,991 06	real	5,560 85
Interest received	33,898 82		11,534 11
	\$773,585 36		\$773,585 36

Schedule 2 Funds.

RECEIPTS.		PAYMENTS.	
Jan. 1st, 1916—Cash in		Pensions paid	\$27,432 20
Imperial Bank	\$66,441 42	Returned to employers on order	
Deposited by employers		of Board	5,723 85
on order of Board	244,506 18	Invested (Dominion of Canada	
Interest received	8,373 22	War Loan)	212,389 42
		Cash in Imperial Bank	73,775 35
	\$319,320 82		\$319,320 82

TABLE 4.

Balance Sheet as at December 31, 1916.

Schedule 1.

ASSETS.		LIABILITIES.	
Cash in Banks:		Deferred Payments accruing	
Dominion Bank\$207,773 46		under awards made	\$31,762 06
Standard Bank. 3,808 33		Compensation estimated for	
Bank of Mont-		continuing disabilities	352,405 39
real	5,560 85	Compensation estimated for	
	<hr/>	outstanding accidents	464,248 20
	\$217,142 64	Disaster Reserve	33,486 21
Short Date Deposits	390,000 00	Pension Liability	1,046,810 07
Municipal Debentures	1,066,165 39	Balance at Credit of Classes	
Dominion of Canada Deben-		(Table 1)	544,951 72
ture Stock and War Loan	312,027 93		
Due by Schedule 2 employ-			
ers for Administration Ex-			
penses paid out of Sched-			
ule 1 Funds	13,002 69		
Assessments estimated to be			
due on adjustment of 1916			
Pay Rolls	475,325 00		
	<hr/>		
	\$2,473,663 65		<hr/>
			\$2,473,663 65

Schedule 2 Funds.

ASSETS.		LIABILITIES.	
Dominion of Canada War		Employers' Deposits for Pen-	
Loan, Oct. 1st, 1931; par		sions and Interest earned....	\$306,164 77
value, \$40,500.00	\$39,374 34		
Dominion of Canada War			
Loan, Dec. 1st, 1925; par			
value, \$200,000.00	193,015 08		
Cash in Imperial Bank.....	73,775 35		
	<hr/>		<hr/>
	\$306,164 77		\$306,164 77

Auditor's Certificate.

Having conducted a continuous audit of the books of The Workmen's Compensation Board, Ontario, to the 31st December, 1916, including the examination of receipts from assessments and all other sources; the orders of the Board, the bank and other vouchers for payment of compensation, and all disbursements; verified the bank balances, and examined the debentures and other securities, I hereby certify that the books have been carefully and correctly kept, and that the statement of Income and Expenditure by Classes (Table 1), the statement of Pension Reserve Fund by Classes (Table 2), the statement of Receipts and Payments for the year 1916 (Table 3), and the Balance Sheet as at December 31st, 1916 (Table 4), in my opinion, correctly set forth the transactions of the Board, the statements being in accordance with the books.

(Sgd.) ALBERT J. WALKER,

Chartered Accountant,

Toronto, March 15, 1917.

Auditor.

TABLE 5.

Particulars of Investments of Schedule 1 Funds— December 31, 1916.

Municipal Debentures

Security.	Yield Rate.	Term.	Par Value.	Cost Value.
Arthur, Village of	5½%	1917-1930	\$2,986 24	\$2,801 32
Arthur, Village of	5½%	1917-1920	2,038 39	1,990 74
Arthur, Village of	5½%	1917-1928	1,886 54	1,834 06
Brampton, Town of	5½%	1917-1944	3,506 72	3,095 80
Brampton, Town of	5½%	1917-1934	19,413 45	20,163 75
Brantford Industrial Realty Co., guaranteed by City of Brantford	5½%	Oct. 15-1924	40,000 00	40,000 00
Carleton Place, Town of	5½%	1930-1941	14,659 99	14,659 99
Cobourg, Town of	5.30%	Jan. 1-1934	6,000 00	5,796 03
Creemore, Town of	5¾%	1917-1934	6,135 89	6,434 50
Dundas, Town of	5¾%	1917-1946	25,349 00	25,342 75
Essex, Village of	5½%	1917-1934	7,958 97	7,656 98
Fort William, City of	5¾%	1944	25,000 00	22,426 14
Galt, City of	5.20%	June 6-1924	20,500 00	18,988 74
Guelph, City of	5.15%	June 22-1935	30,000 00	27,590 18
Hastings, County of	5½%	1919-1935	7,966 08	7,707 00
Hespeler, Town of	5½%	1925-1934	15,768 59	15,768 59
Lindsay, Town of	5.40%	1925-1935	19,904 78	20,104 90
Newmarket, Town of	5½%	1917-1926	10,704 86	10,449 67
Niagara Falls, Town of	5½%	1917-1926	14,000 00	12,608 80
North Bay, Town of	6%	1917-1942	10,036 61	9,374 82
Oakville, Village of	5½%	1917-1935	7,197 10	7,487 04
Orillia, Town of	5.40%	1926-1934	25,523 59	24,540 28
Ottawa, City of	5%	Jan. 1-1934	100,000 00	93,820 00
Penetang, Town of	5½%	1917-1928	7,112 76	6,916 36
Penetang, Town of	5½%	1917-1924	4,185 44	4,101 66
Perth, Town of	5½%	1917-1934	5,175 86	5,175 86
Perth, Town of	5½%	1917-1933	1,566 41	1,509 53
Perth, Town of	5½%	1917-1934	606 46	583 45
Perth, Town of	5½%	1917-1944	490 45	464 88
Perth, Town of	5½%	1917-1943	3,979 97	3,777 50
Peterborough, City of	5.40%	Dec. 31-1935	12,000 00	12,142 84
Peterborough, City of	5.15%	June 30-1946	50,000 00	48,638 15
Preston, Town of	5.30%	1921-1928	11,292 03	11,952 14
Port Arthur, City of	5¾%	1934	25,000 00	22,983 37
Richmond Hill, Village of	5½%	1917-1944	9,716 29	9,716 29
Renfrew, Town of	5¾%	1921-1935	10,407 44	10,649 47
St. Catharines, City of	5½%	July 13-1929	25,000 00	23,850 27
St. Catharines, City of	5.385%	Dec. 29-1945	50,000 00	47,192 18
Sarnia, City of	5.40%	1917-1926	10,041 72	9,865 62
Simcoe, Town of	5½%	1917-1945	18,084 59	18,930 66
Smith's Falls, Town of	5½%	1917-1936	2,274 99	2,388 68
Smith's Falls, Town of	5½%	1926-1944	13,457 01	13,457 01
Smith's Falls, Town of	5½%	1917-1946	19,000 00	20,153 21
Smith's Falls, Town of	5½%	1926-1931	10,326 48	10,326 48
Stamford, Village of	5¼%	1917-1925	7,393 03	7,640 47
Stratford, City of	5½%	Jan. 1-1934	3,000 00	2,837 02
Stratford, City of	5½%	Jan. 1-1945	25,000 00	23,235 61
Stratford, City of	5½%	Jan. 1-1945	15,000 00	13,934 67
Stratford, City of	5½%	Jan. 1-1945	10,000 00	9,294 54
Stratford, City of	5¾%	1925-1945	36,000 00	33,970 10
Sandwich, Town of	5¾%	1925-1935	10,261 51	10,590 33
Sudbury, Town of	5¾%	1933-1935	25,263 80	23,241 36
St. Mary's, Town of	5½%	May 1-1933	17,000 00	16,076 47
St. Mary's, Town of	5½%	Jan. 1-1944	2,500 00	2,326 25
St. Mary's, Town of	5½%	Oct. 31-1943	4,870 30	4,537 57
Tillsonburg, Town of	5½%	1917-1935	2,379 72	2,379 72
Tillsonburg, Town of	5½%	1917-1935	4,759 47	4,759 47

Security.	Yield Rate.	Term.	Par Value.	Cost Value.
Tillsonburg, Town of	5½%	1917-1945	1,457 44	1,457 44
Tillsonburg, Town of	5½%	Mar. 20-1945	975 00	975 00
Wallaceburg, Town of	5⅝%	1917-1930	8,217 23	8,450 52
Welland, Town of	5.40%	Sept. 1-1934	25,000 00	25,284 50
Welland, Town of	5.60%	July 1-1925	24,035 50	23,071 73
Welland, County of	5⅜%	Dec. 15-1945	10,000 00	9,455 20
Weston, Town of	5.43%	1924-1929	22,783 57	23,809 63
Weston, Town of	5½%	1917-1930	5,741 24	5,922 20
Whitby, Town of	5⅜%	1924-1946	14,400 90	14,681 48
Whitby, Town of	5⅜%	1937-1946	4,473 14	4,568 01
Whitby, Town of	5⅜%	1917-1946	7,000 00	7,144 54
Windsor, City of	5½%	1919-1923	50,000 00	48,929 09
Windsor, City of	5 9-16%	1919-1935	16,980 49	16,860 86
York, Township of	5.40%	1917-1936	36,000 00	35,313 92

\$1,096,747 04 \$1,066,165 39

Other Investments.

Dominion of Canada, Debenture Stock	5%	Oct. 1-1919...	100,000 00	100,000 00
Dominion of Canada, War Loan...	5⅛%	Oct. 1-1931...	50,000 00	49,669 52
Dominion of Canada, War Loan....	5.495%	Oct. 1-1931...	167,000 00	162,358 41
Canada Permanent Mortgage Corporation, Special Deposit	4%	Withdrawable on call.....	90,000 00	90,000 00
Central Canada Loan & Savings Company, Debentures	4½%	Payable on 60 days' call..	50,000 00	50,000 00
Huron & Erie Loan & Savings Company, Debentures	4½%	Payable on call	100,000 00	100,000 00
National Trust Company, guaranteed investment receipt	4½%	Payable on 10 days' call..	50,000. 00	50,000 00
Toronto General Trusts Corporation, guaranteed investment receipt	4½%	Payable on short notice	100,000 00	100,000 00
			\$1,803,747 04	\$1,768,193 32

TABLE 6.
Payments to Safety Associations, 1916.

Association.	Class.	Inspectors.	Salaries.	Paid for Salaries.	Grants for Expenses.	Total Paid.
Lumbermen's Safety Association*	1	{ Thomas Wilson..	{ \$1800	\$3600	\$3,000	\$4,800
Ontario Pulp and Paper Makers Safety Association	2	{ R. F. Milne	{ 1800	May-Dec. 1400	1,650	3,050
Furniture Mfrs. Safety Association	3	{ A. G. Pounsford.	{ 2100	1500	1,350	2,850
Woodworkers Safety Association*	4	{ F. G. Lovett	{ 1500	3600	1,500	3,300
Clay Products Safety Association, etc.	6	{ Thomas Wilson..	{ 1800	Jan-May. 625	1,305	2,980
(Includes Quarrymen's Safety Association)		{ R. F. Milne	{ 1800	June-Dec. 1050 = 1675		
Glass Manufacturers Safety Association	7	{ C. A. Millar	{ \$125 a mo. to May 31.			
			{ 150 a mo. thereafter.			
	8a, 8b,	{ S. Twist	{ \$1200 to July 31.	Jan.-July 700		
	8c,		{ 1500 thereafter.	Aug.-Dec. 625 = 1325		
	10	{ J. F. Alexander..	{ \$1800 to July 31.	Jan.-Mar. 450	2,937 50	5,545 80
Metal Trades Safety Association			{ 2000 thereafter.	Aug.-Dec. 833 30		
				2608 30		
Implement and Vehicle Mfrs. Safety Association ..	11	{ A. E. Hawker	{ 1800	May-Dec. 1200	700	1,900
Paint Manufacturers Safety Association	14	{ H. Etches	{		25	25
Bottlers Safety Association	15					
Pork Packers Safety Association	18	{ Alfred Duncan..	{ 150 a mo.	May, Dec. 300	250	550
Tanners Safety Association	19	{ F. L. Robinson ..	{		100	100
Leather Manufacturers Safety Association	20	{ D. J. Hay	{ 125 a mo.	June-Dec. 875	800	1,675
Textile Manufacturers Safety Association	26	{ Alex. Horn	{ 1800	Jan.-May 1686 65	1,650	3,450
Wearing Apparel Mfrs. Safety Association	27	{ F. H. Hurlburt..	{ 4000	Jan.-Aug. 1000	200	1,866 65
Printing Trades Accident Prevention Association.	29	{ A. P. Costigane..	{ \$125 a mo. to Aug. 31..	Sept.-Dec. 700 = 1700	1,400	3,100
			{ 175 thereafter.			
Electrical Employers Safety Association	38	{ Wills MacLachlan	{ \$4500 to May 31.	Jan.-May 1875	2,500	5,833 31
			{ 2500 thereafter.	June-Dec. 1458 31		
						\$41,025 76

* Salaries of Inspectors Wilson and Milne are paid half by Lumbermen's and half by Woodworkers' Safety Associations.

TABLE 7

Analysis of Administration Expenses, Year Ending December 31, 1916.

Salaries of Staff	\$78,214 27	
Travelling expenses of Board and Staff	5,684 99	
Guarantee bonds	227 94	
Printing, stationery and office supplies	11,029 69	
Postage	8,510 53	
Telephone, telegrams and express	496 96	
Caretaking	830 25	
Legal expenses, witness fees, etc.	596 32	
Medical examinations, X-ray plates, etc.	1,049 95	
Workmen's travelling expenses	746 00	
Sundry expenses	857 98	
Permanent Equipment:		
Office	\$2,554 49	
Surgical	1,723 84	
	<hr/>	4,278 33
Total Administration Expenses, 1916		\$112,523 21
Contributed by Province under Section 68		25,000 00
		<hr/>
Balance to be provided for		\$87,523 21
Charged to Schedule 2 employers		12,995 70
		<hr/>
Charged to Schedule 1 employers		\$74,527 51

In addition to the \$25,000 cash contributed by the Province during the year the Province pays the salaries of the Commissioners and provides office premises, including lighting and heating.

Details of all disbursements for administration expenses appear, from year to year, in the Public Accounts of the Province.

TABLE 8.

Summary Statement for 1915, Schedule 1 by Classes.

FINANCES				ACCIDENTS				
Class	Net Receipts	Net Charges	Balance	Temporary Disability	Permanent Disability	Death	Totals	Class
	\$ c.	\$ c.	\$ c.					
1	199,137 43	135,933 37	63,204 06	648	122	55	825	1
2	38,467 10	28,498 91	9,968 19	288	28	8	324	2
3	36,904 47	33,875 07	3,029 40	170	83	2	255	3
4	69,651 26	52,924 82	16,726 44	353	107	3	463	4
5	256,595 30	153,279 10	103,316 20	855	92	32	979	5
6	43,492 38	32,130 21	11,362 17	152	31	2	185	6
7	9,197 14	9,138 09	59 05	52	2	1	55	7
8	228,627 26	147,491 44	81,135 82	1,408	167	20	1,595	8
10	121,619 62	72,245 36	49,374 26	674	142	3	819	10
11	80,485 59	55,944 06	24,541 53	428	70	5	503	11
12	4,091 98	1,206 47	2,885 51	10	1	.....	11	12
13	66,192 59	31,586 29	34,606 30	157	13	5	175	13
14	14,105 72	1,463 37	12,642 35	21	1	.....	22	14
15	15,337 86	8,129 65	7,208 21	54	8	.....	62	15
16	7,744 50	2,013 81	5,730 69	25	2	.....	27	16
17	23,269 71	24,927 28	-1,657 57	73	12	6	91	17
18	34,240 81	17,969 83	16,270 98	251	21	2	274	18
19	14,907 44	5,960 37	8,947 07	90	6	1	97	19
20	25,324 94	16,555 60	8,769 34	144	39	1	184	20
22	39,688 27	33,134 21	6,554 06	191	46	4	241	22
24	2,246 81	182 26	2,064 55	.....	.....	.....	.....	24
26	43,785 63	36,154 19	7,631 44	193	50	3	246	26
27	17,649 81	6,517 95	11,131 86	45	5	.....	50	27
28	8,480 67	4,953 80	3,526 87	21	5	.....	26	28
29	20,745 70	17,006 01	3,739 69	121	39	1	161	29
30	23,263 84	11,703 09	11,560 75	114	6	2	122	30
32	22,664 86	14,682 30	7,982 56	77	7	4	88	32
33	160,653 32	92,245 94	68,407 38	457	47	10	514	33
35	36,483 55	30,580 79	5,902 76	77	10	4	91	35
36	14,061 21	6,819 34	7,241 87	78	8	2	88	36
37	61,555 69	45,080 54	16,475 15	223	32	23	278	37
38	39,814 28	22,806 06	17,008 22	56	7	5	68	38
41	39,047 11	19,394 99	19,652 12	52	3	5	60	41
43	49,316 58	39,417 88	9,898 70	225	25	10	260	43
73	132 78	14 88	117 90	.....	.....	.....	.....	73
Totals	1,868,983 21	1,211,967 33	658,673 45 -1,657 57 657,015 88	7,783	1,237	219	9,239	Totals

NOTES.—This table gives the final figures for the year 1915. The figures given in Table 1 of the 1915 report were, as stated therein, only provisional, neither the complete amount of assessments nor the complete amount of compensation payable nor the total number of accidents being ascertainable at the time. Claims for accidents happening during the year continue to be filed for months after the close of the year and many cases of continuing disability cannot in the nature of things be finally disposed of until long subsequent to the happening of the accident.

In comparing this table with Table 1 it is to be remembered that between 1915 and 1916 a number of changes in classification were made, including subdividing Class 8 into three classes, combining 35 and 36 with 33 and 43 with 41, and transferring industries from 13 to 14, 14 to 15, 37 to 41, 38 to 33 and from 43 to 8c.

TABLE 9.

Schedule 2 Awards and Schedule 2 Funds.

Schedule 2—Awards.

	Temporary Disability.	Permanent Disability.	Death.	Total.
Municipal Corporations, etc.	\$9,803 33	\$25,831 33	\$40,078 55	\$75,713 21
Railways (not including Street Rail- ways)	103,198 37	36,261 29	167,856 57	327,316 23
Street Railways	7,440 45	5,075 91	495 00	13,011 36
Navigation Companies	4,500 04	3,841 07	11,201 57	19,542 68
Express Companies	1,677 44	25 00	.....	1,702 44
Telephone and Telegraph Companies.	750 97	733 75	7,422 84	8,907 56
Under Section 6	33 04	.....	.....	33 04
All others	668 58	.....	3,514 86	4,183 44
Referred to Board by Crown	1,079 97	220 00	.....	1,299 97
	\$129,152 19	\$91,988 35	\$230,569 39	\$451,709 93

Schedule 2—Deposits.

Deposits ordered in 1915, outstanding as at January 1, 1916..	\$20,193 54	
Deposits ordered 1916	238,030 80	
Orders of Board to return to employers on death or remarriage of pensioners . . . . .	.....	\$5,723 85
Deposits received from employers . . . . .	.....	244,506 18
Deposits returned to employers	5,723 85	
Deposits not received as at December 31, 1916 . . . . .	.....	13,718 16
	\$263,948 19	\$263,948 19

Schedule 2—Funds.

Cash in Bank January 1, 1916	\$66,441 42	
Total Deposits received	244,506 18	
Interest received	8,373 22	
Paid to pensioners . . . . .	.....	\$27,432 20
Returned to employers . . . . .	.....	5,723 85
Invested . . . . .	.....	212,389 42
Cash in Bank December 31, 1916 . . . . .	.....	73,775 35
	\$319,320 82	\$319,320 82

NOTES.—The above statement of Schedule 2 Awards shows the amounts or values of all compensation awarded in Schedule 2 but does not include settlements made by the employers under Section 17 (2) for disabilities lasting less than four weeks.

The statement of Schedule 2 Deposits shows the amounts ordered and received from Schedule 2 employers by the Board under the provisions of Section 28, out of which payments of compensation awarded are to be made to claimants.

The statement of Schedule 2 Funds shows the amounts of and dealings with and present condition of funds received from Schedule 2 employers.

ACCIDENT STATISTICS.

Tables 10 to 18 deal with accident statistics for the year 1916, showing the number of accidents compensated, the month of occurrence, locality, time loss, nature of the injury, information in regard to death cases and the average wage and age of those injured, and the total time loss and average duration of disability.

Table 8 shows the complete table of claims arising out of accidents happening in 1915. At the end of the year 1916, 9,239 such claims had been finally disposed of, a net increase during the year of 1,639, made up of 1,000 causing temporary disability, 555 causing permanent disability and 84 resulting in death. The number of claims made in 1916 for 1915 accidents was 405 under Schedule 1, and 53 under Schedule 2.

Table 10 deals with the accident roll for 1916, and included therein are all claims in which some compensation had been paid at the end of the year. Of the 16,192 claims compensated 14,570 were finally disposed of and 1,622, by reason of continuing disability, were but partially disposed of, there being 1,458 in Schedule 1, 163 in Schedule 2, and 1 Crown case in this category.

Besides these there were 1,430 claims in assembly at the end of the year—1,055 (including 67 death cases) in Schedule 1, 372 in Schedule 2 and 3 Crown cases.

Notices of accidents were received in 7,672 cases in which no claim was filed, or if filed was not allowed, 5,766 of them in Schedule 1, and 1,902 in Schedule 2, 4 being Crown cases.

The accident list for 1916 will be largely increased, as claims and reports continue to be filed after the close of the year.

The heavy increase in claims for 1916 over 1915 is accounted for, not so much from the increase in industrial activity, but by the fact that the character of industry and of the working population has greatly changed during the last year. A considerable fraction of the workers of 1915 have withdrawn from industry; those who have remained have been speeded up to a higher notch of productivity by reason of increased wages, etc. To better knowledge of the law, must be attributed some of the increase in claims reported.

The 14,570 claims finally disposed of comprised 12,273 Schedule 1 cases, 2,288 Schedule 2, and 9 Crown cases, or according to disability, 12,896 cases of temporary disability, 1,418 cases of permanent disability and 256 cases of death. Included in the 12,896 cases of temporary disability are 22 cases of industrial diseases.

It is manifest that statistical distributions must include only cases in which claims have been finally disposed of; it is impossible, for instance, to tabulate the duration of a disability before that disability has ended; therefore tables following Table 10 include in their totals only cases under Schedule 1, and which have been finally disposed of.

Month of Occurrence

Table 11 which sets forth the month in which accidents happened shows fair regularity from January to October, November and December falling away rapidly. This is due to the fact that claims in assembly largely occurred in December, and a considerable number in November. The data for 1915 showed steady

increases from January to September due to the better understanding of the Act as time went on; naturally, during the second year of operation this rise would not be expected.

Locality

Table 12 shows the county in which the accidents happened, York being high, then Wentworth, Algoma, Temiskaming, Welland, Sudbury and Simcoe in succession, the District of Patricia, with its exceedingly sparse population, having none. In the seven counties or districts enumerated above 61.29 per cent. of the accidents occurred.

Time Loss, Age and Wage

The average wage and age of the injured worker, and the average duration of disability are shown for each class in Table 13. The time loss from work in the 14,570 claims tabulated for 1916 was 266,129 days or the equivalent of the labour of 887 men for 1 year. Besides the time loss of 58,258 days tabulated under permanent disability cases, there were 1,347 cases of crippling and maimings, and to a time loss of 339 days in death cases must be added 176 deaths.

The average wage set out in this table is the basis upon which compensation has been figured, i.e. average earnings rather than the nominal rate of wages. For 1915 the average wage for an injured worker was \$13.27, while in 1916 it was \$15.29.

The average age for all injured was 33.29 years. The oldest worker injured was aged 81 years, and the youngest 11, this latter case being one of death.

Duration of Disability

Table 14 gives data regarding the duration of disabilities in temporary disability cases. In 1916 the average duration of disability was 19.51 days, a slight decrease from the 1915 average which was 20.86 days.

Nature of Injuries

Table 15 shows the nature of injuries sustained, both in temporary and permanent disability cases. Industrial diseases increased from 13 (one of which was a death case) in 1915 to 22 in 1916. The total number of permanent disability cases was 1,347 in 1916, six of which were cases of permanent total disability. Two cases of partial loss of hearing were compensated as against no case in 1915, and seventeen cases of loss of teeth in 1916, as against 1 in 1915. As in 1915 so in 1916, the fingers formed the greatest casualty region for permanent disability.

Causes of Accidents

The causes of accidents are shown in Table 16. Where more than one cause contributed to the accident the prime cause has been taken. The following table shows the percentage of total accidents by main classification for both 1915 and 1916, together with percentage increases or decreases.

Classification.	1915.	1916.	Increase.	Decrease.
Machinery and its parts	27.61	33.06	5.45	
Hoisting Apparatus	2.74	2.44	.....	.30
Dangerous Substances	8.20	8.50	.30	
Falling, Rolling and Flying Objects	34.04	30.62	.....	3.42
Tools	6.08	5.96	.....	.12
Runaways and Animals	1.03	.69	.....	.34
Moving Trains and Vehicles	3.55	3.39	.....	.16
Personal falls	14.47	12.91	.....	1.56
All other causes	2.29	2.49	.20	

In 1916 machinery and its parts was responsible for 28.17 per cent. of accidents resultant in temporary disability, 74.46 per cent. in permanent disability, and 14.20 per cent. in death.

Blood Poisoning Cases

Table 17 suggests a line of safety work in the proper treatment of more or less minor accidents. Ten deaths were the result in 1916 of small wounds, such as scratches or punctures, and lack of proper attention; 14 joints were immobilized and 15 amputations were likewise necessitated.

Death Cases

Table 18 is comprised of a miscellany of facts concerning death cases; the number and kind of awards made; relationship and residence of dependants together with degree of dependancy and the time of survival. It is to be noted that in the table headed "Number of Cases," awards pending have been given, although particulars regarding these cases have not been included in subsequent tables.

Estimated Total Wages Expended and Number of Full Year Workers

Table 19 shows a calculation of the total wages paid during the year 1916 by employers under Schedule 1 of the Act, and also the number of full year workers employed. The method of estimating was to take the total assessments, the estimated adjustment as well as the provisional estimate, on each rate group within the class, and to calculate therefrom the total amount of pay roll on which these assessments were levied. The number of full year workers was obtained by dividing the total pay roll by the average yearly wage.

The results of these calculations must be viewed as estimates only. It is to be remembered also that employees engaged in clerical work and not exposed to the hazard of the industry are not included, and that final pay roll returns may somewhat increase the figures.

As there is at present no similar data for Schedule 2 industries, these could not be included.

TABLE 10.
Accidents Compensated.

Schedule 1. Class.	Claims finally disposed of.			Totals.	Claims partially disposed of.	Totals.	Schedule 1. Class.
	Temporary Disability.	Permanent Disability.	Death.				
1.....	582	74	22	678	140	818	1
2.....	421	34	10	465	41	506	2
3.....	248	77	2	327	49	376	3
4.....	533	129	3	665	90	755	4
5.....	1,114	87	41	1,242	107	1,349	5
6.....	127	8	6	141	33	174	6
7.....	64	9	2	75	8	83	7
8a	1,099	74	7	1,180	64	1,244	8a
8b	494	36	.....	530	38	568	8b
8c	597	68	4	669	44	713	8c
10.....	1,919	373	9	2,301	344	2,645	10
11.....	606	81	3	690	69	759	11
12.....	19	8	.....	27	2	29	12
13.....	111	6	13	130	19	149	13
14.....	190	6	4	200	26	226	14
15.....	52	6	2	60	8	68	15
16.....	40	10	1	51	2	53	16
17.....	87	4	3	94	16	110	17
18.....	323	16	.....	339	23	362	18
19.....	79	10	2	91	6	97	19
20.....	186	40	.....	226	28	254	20
22.....	253	35	4	292	44	336	22
24.....	2	2	1	5	1	6	24
26.....	268	49	5	322	40	362	26
27.....	78	2	1	81	4	85	27
28.....	19	1	.....	20	6	26	28
29.....	184	46	1	231	23	254	29
30.....	134	5	3	142	15	157	30
32.....	51	1	2	54	16	70	32
33.....	550	24	15	589	94	683	33
37.....	72	3	1	76	14	90	37
38.....	47	6	4	57	7	64	38
41.....	201	17	5	223	37	260	41
73.....	.....	.....	.....	.....	.....	.....	73
Totals....	10,750	1,347	176	12,273	1,458	13,731	
Schedule 2. Group 1.....	165	13	14	192	26	218	Schedule 2. Group 1
2.....	1,716	50	60	1,826	125	1,951	2
3.....	66	.....	1	67	4	71	3
4.....	38	.....	.....	38	.....	38	4
5.....	1	.....	.....	1	.....	1	5
6.....	58	7	4	69	5	74	6
7.....	55	.....	.....	55	.....	55	7
Others	38	1	1	40	3	43	Others.
Totals....	2,137	71	80	2,288	163	2,451	
Crown cases ..	9	.....	.....	9	1	10	Crown cases.
Totals....	12,896	1,418	256	14,570	1,622	16,192	

Included in the above table are the following Industrial Diseases, which, under the Act, are classed as accidents:—

TABLE 10—Continued.

Disease.	Temporary Disability.
Anthrax	1
Mercury poisoning or its sequelæ	1
Arsenic " "	1
Lead " "	19
Total	22

NOTES.—The above table, though not including accidents outstanding at the end of the year, shows all 1916 cases in which some award of compensation was made, including continuing as well as finalled cases. The statistical distributions shown in subsequent tables deal only with claims finally disposed of.

The final figures for the year will be shown in the next Report, as is now being done for 1915 in Table 8 of this Report.

TABLE 11.

Month of Occurrence of Accidents Finally Disposed of.

Month of Occurrence.	Temporary Disability.	Permanent Disability.	Death.	Totals.
January	949	151	24	1,124
February	966	122	15	1,103
March	1,044	150	10	1,204
April	820	134	12	966
May	972	161	15	1,148
June	992	142	27	1,161
July	1,001	128	11	1,140
August	1,080	139	20	1,239
September	1,055	107	18	1,180
October	1,061	84	11	1,156
November	736	29	13	778
December	74	.....	.....	74
Totals	10,750	1,347	176	12,273

TABLE 12.

Accidents According to Locality.

County or District	Temporary Disability	Permanent Disability	Death	Totals
Algoma	704	43	8	755
Brant	246	29	2	277
Bruce	60	19	1	80
Carleton	273	30	3	306
Dufferin	2	.....	1	3
Dundas	1	.....	1	2
Durham	77	5	.....	82
Elgin	36	3	2	41
Essex	214	59	3	276
Frontenac	134	18	1	153
Glengarry	11	2	1	14
Grenville	10	1	2	13
Grey	114	29	.....	143
Haldimand	19	2	.....	21
Haliburton	11	1	1	13
Halton	56	4	1	61
Hastings	106	34	1	141
Huron	45	9	.....	54
Kenora	17	1	.....	18
Kent	89	11	4	104
Lambton	133	5	3	141
Lanark	58	8	.....	66
Leeds	90	12	.....	102
Lennox and Addington	8	4	.....	12
Lincoln	236	33	6	275
Manitoulin	13	.....	.....	13
Middlesex	225	41	3	269
Muskoka	39	5	.....	44
Nipissing	103	14	1	118
Norfolk	19	5	1	25
Northumberland	33	7	.....	40
Ontario	112	11	.....	123
Oxford	92	19	4	115
Parry Sound	140	11	13	164
Patricia .....	.....	.....	.....	.....
Peel	23	5	1	29
Perth	112	22	.....	134
Peterborough	144	22	.....	166
Prescott	56	7	2	65
Prince Edward	2	.....	.....	2
Rainy River	83	5	7	95
Renfrew	157	29	4	190
Russell	20	2	.....	22
Simcoe	344	33	5	382
Stormont	68	8	.....	76
Sudbury	495	36	17	548
Temiskaming	526	53	27	606
Thunder Bay	139	4	3	146
Victoria	49	5	.....	54
Waterloo	266	55	1	322
Welland	534	45	12	591
Wellington	126	14	2	142
Wentworth	1,463	197	16	1,676
York	2,617	330	16	2,963
Total	10,750	1,347	176	12,273

TABLE 14.

Week of Termination of Temporary Disabilities.

In 4,214 cases the disability terminated in 1 to 2 weeks after the accident.

" 2,627	" "	" "	2 " 3	" "
" 1,441	" "	" "	3 " 4	" "
" 851	" "	" "	4 " 5	" "
" 493	" "	" "	5 " 6	" "
" 330	" "	" "	6 " 7	" "
" 192	" "	" "	7 " 8	" "
" 162	" "	" "	8 " 9	" "
" 119	" "	" "	9 " 10	" "
" 68	" "	" "	10 " 11	" "
" 58	" "	" "	11 " 12	" "
" 34	" "	" "	12 " 13	" "
" 29	" "	" "	13 " 14	" "
" 20	" "	" "	14 " 15	" "
" 16	" "	" "	15 " 16	" "
" 14	" "	" "	16 " 17	" "
" 10	" "	" "	17 " 18	" "
" 9	" "	" "	18 " 19	" "
" 13	" "	" "	19 " 20	" "
" 4	" "	" "	20 " 21	" "
" 8	" "	" "	21 " 22	" "
" 8	" "	" "	22 " 23	" "
" 5	" "	" "	23 " 24	" "
" 4	" "	" "	24 " 25	" "
" 7	" "	" "	25 " 26	" "
" 2	" "	" "	26 " 27	" "
" 2	" "	" "	27 " 28	" "
" 4	" "	" "	28 " 29	" "
" 1	" "	" "	29 " 30	" "
" 1	" "	" "	31 " 32	" "
" 1	" "	" "	35 " 36	" "
" 1	" "	" "	36 " 37	" "
" 1	" "	" "	38 " 39	" "
" 1	" "	" "	43 " 44	" "

10,750 Total Cases

TABLE 15.
Nature of Injuries.
Temporary Disability Cases.

Class.	Bruises, Contusions and Abrasions.	Cuts and Lacer- ations.	Fractures.	Crushes.	Sprains, Strains, Twistings and Wrenchings.	Burns and Scalds.	Punctures.	Eye Injuries.	Hernias.	Internal Injuries.	Concussions (brain, spine, etc.)	Dislocations.	All other Injuries.	Industrial Diseases. (Schedule 3).	Totals.
1	175	182	90	36	45	6	24	6	2	4	3	6	3	....	582
2	118	126	29	70	32	18	17	3	1	....	1	4	2	....	421
3	34	136	17	14	15	6	18	4	....	....	1	2	1	....	248
4	105	276	27	40	34	7	27	6	....	2	1	7	1	....	533
5	314	283	99	109	101	108	28	47	5	5	....	10	2	3	1,114
6	15	11	9	11	6	1	1	4	....	1	....	2	....	....	61
6a	26	16	9	3	6	2	....	2	....	....	....	2	....	....	66
7	10	32	4	6	3	5	....	....	....	1	1	1	....	1	64
8a	343	274	61	143	52	150	31	33	6	....	3	3	....	....	1,099
8b	81	116	22	48	25	167	18	10	4	....	....	3	....	....	494
8c	139	161	58	115	51	24	12	29	3	1	1	3	....	....	597
10	345	686	110	321	102	106	114	92	8	4	7	13	....	11	1,919
11	146	205	47	51	36	49	36	20	4	2	2	3	1	4	606
12	3	10	2	4	....	....	....	....	....	....	....	....	....	....	19
13	23	15	5	3	13	36	4	8	....	2	1	1	....	....	111
14	59	28	26	21	19	20	8	4	....	....	1	3	1	....	190
15	4	20	13	1	8	2	2	....	....	....	....	2	....	....	52
16	7	14	6	3	1	7	....	....	....	1	....	1	....	....	40
17	26	13	19	9	13	3	2	....	....	....	....	2	....	....	87
18	57	154	16	14	29	18	21	3	1	1	1	4	4	....	323
19	9	24	14	8	11	3	4	....	....	....	1	3	1	1	79
20	42	57	14	37	13	9	7	2	1	1	....	3	....	....	186
22	60	73	31	22	28	17	12	2	2	3	1	2	....	....	253
24	....	2	....	....	....	....	....	....	....	....	....	....	....	....	2
26	57	89	22	33	24	19	16	1	....	1	....	5	....	1	268
27	20	15	3	3	5	2	24	1	3	....	....	2	....	....	78
28	3	1	2	3	2	7	....	....	....	....	....	1	....	....	19
29	36	64	16	43	9	5	6	2	1	....	....	2	....	....	184
30	43	17	16	16	28	1	7	2	....	1	....	3	....	....	134
32	15	7	5	10	5	....	6	1	1	....	....	1	....	....	51
33	143	102	86	43	81	18	44	7	5	2	11	5	2	1	550
37	18	16	6	11	6	3	7	2	....	....	....	3	....	....	72
38	10	9	7	1	7	6	1	2	1	....	....	1	2	....	47
41	33	55	38	27	25	7	6	5	1	1	....	3	....	....	201
73	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
	2,519	3,289	929	1,279	835	832	503	298	49	33	36	106	20	22	10,750

TABLE 15—Continued.
Permanent Disability Cases.

	Right.	Left.	Left and Right.	Total Cases.
One or more toes	6	13	1	20
Foot	3	2	.....	5
Leg	9	8	.....	17
Eye	39	51	3	93
Ear	2	.....	.....	2
Teeth .....	.....	.....	17	17
Arm	18	13	.....	31
Hand	22	21	.....	43
Thumb and 4 fingers	1	.....	.....	1
Thumb and 3 fingers	2	2	.....	4
Thumb and 2 fingers	6	2	1	9
Thumb and 1 finger	7	8	.....	15
Thumb	87	78	4	169
Four fingers	14	16	2	32
Three fingers	25	29	3	57
Two fingers	75	70	2	147
Index finger	178	158	3	339
Second finger	64	107	.....	171
Third finger	39	57	.....	96
Fourth finger	36	41	1	78
All other .....	.....	.....	1	1
Total	633	676	38	1,347

TABLE 16.
Causes of Accidents.

Cause.	Temp. Dis.	Perm. Dis.	Death.	Totals.
<i>A. Machinery and its parts:</i>				
1. Gearing	93	57	2	152
2. Saws and kickbacks therefrom.....	442	195	4	641
3. Shapers, stickers, matchers and headers.....	67	31	.....	98
4. Emery and other abrasive wheels, buffers, and polishers	183	18	1	202
5. Planers, veneerers and sanders	82	25	.....	107
6. Lathes	299	51	.....	350
7. Cogs	26	17	.....	43
8. Set screws (protruding)	23	8	.....	31
9. Shafting, conveyors and other drives	99	12	6	117
10. Presses, punches and dies	368	286	1	655
11. Feed rolls and calendars	162	39	2	203
12. Stitchers, sewers and other needle machines	37	5	.....	42
13. Enders and corner cutters	15	13	.....	28
14. Shears, cutters, hacksaws and milling machines	153	57	.....	210
15. Jointers, edgers, slicers and stayers	51	44	.....	95
16. Barkers, grinders, crushers and strippers...	72	20	.....	92
17. Motors, engines, fans and pumps	81	10	.....	91
18. Levers and log carriages	50	4	.....	54
19. Drills, augers and borers	176	18	.....	194
20. Belts, pulleys, lines and chains	286	41	6	333
21. Reamers, airguns, mixers and beaters	49	4	.....	53
22. Pickers, carders, winders, knitters and looms	133	23	2	158
23. Nailers and screw machines	17	3	1	21
24. All other machines	64	22	.....	86
Totals	3,028	1,003	25	4,056
<i>B. Hoisting Apparatus:</i>				
1. Elevators	80	4	6	90
2. Other hoisting apparatus	181	21	8	210
Totals	261	25	14	300
<i>C. Dangerous Substances:</i>				
1. Steam escapes	37	1	1	39
2. Electric currents	45	2	11	58
3. Explosives	107	9	20	136
4. Hot, corrosive and inflammable substances..	610	6	1	617
5. Protruding nails, wires and pieces of glass..	179	7	2	188
Totals	978	25	35	1,038
<i>D. Falling, rolling and flying objects:</i>				
1. Flying fragments	237	63	.....	300
2. Cave-ins	27	.....	3	30
3. Rolling and falling objects	1,903	58	23	1,984
4. Moving machinery, etc.	77	7	1	85
5. Handling sharp objects	274	8	1	283
6. Against objects	188	6	1	195
7. Between objects	354	35	.....	389
8. Loading and unloading	190	10	2	202
9. Falling piles and stacks	63	.....	.....	63
10. Rebounding objects	50	5	.....	55
11. Slivers	161	8	2	171
Totals	3,524	200	33	3,757

TABLE 16.—Continued.

Cause.	Temp. Dis.	Perm. Dis.	Death.	Totals.
<i>E. Tools</i>	689	42	1	732
<i>F. Runaways and animals:</i>				
1. Runaways	29	1	.....	30
2. Animals	51	1	3	55
Totals	80	2	3	85
<i>G. Moving trains, vehicles, etc.:</i>				
1. Collisions, derailments, etc.	59	1	2	62
2. Run over	104	6	1	111
3. Struck by	63	4	8	75
4. Coupling	50	8	1	59
5. Jammed between and hit fixed objects.....	97	8	4	109
Totals	373	27	16	416
<i>H. Falls of person:</i>				
1. From vehicles or trains	200	6	9	215
2. From collapse of support	119	2	7	128
3. From elevations	234	4	11	249
4. From ladders	152	1	.....	153
5. From slipping	374	2	.....	376
6. From tripping	130	2	.....	132
7. From tool slipping	45	.....	1	46
8. Into openings, excavations, trenches, etc.....	79	.....	3	82
9. Into tanks and hot substances	31	.....	2	33
10. Into elevator shafts	16	.....	3	19
11. On stairways	46	1	.....	47
12. Against objects or machinery	85	2	.....	87
13. Carrying hot substances	17	.....	.....	17
Totals	1,528	20	36	1,584
<i>I. All other causes:</i>				
1. Overexertion	224	.....	6	230
2. Exposure to elements	10	2	.....	12
3. Inhalation of gas, fumes, etc.	32	1	1	34
4. Immersion in water and drenchings.....	2	.....	4	6
5. Not elsewhere specified	21	.....	2	23
Totals	289	3	13	305
Grand Totals	10,750	1,347	176	12,273

TABLE 17.
Blood=Poisoning Cases.

Ascribed to time of injury	274
Developed 1 day after injury	197
" 2 days " 	130
" 3 " " 	109
" 4 " " 	79
" 5 " " 	48
" 6 " " 	41
" 7 " " 	42
" 8 " " 	22
" 9 " " 	19
" 10 " " 	8
" 11 " " 	15
" 12 " " 	8
" 13 " " 	5
" 14 " " 	6
" 15 " " 	8
" 16 " " 	5
" 17 " " 	2
" 18 " " 	2
" 19 " " 	2
" 20 " " 	2
" 21 " " 	2
" 22 " " 	4
" 23 " " 	1
" 24 " " 	5
" 25 " " 	3
" 27 " " 	1
" 28 " " 	1
" 29 " " 	1
" 31 " " 	2
" 34 " " 	1
" 40 " " 	1
" 42 " " 	1
" 51 " " 	1
" 52 " " 	1
" 60 " " 	1
" 73 " " 	1
Immobilized joints due to infection	14
Amputations due to infection	15
Deaths due to infection	10
<hr/>	
Total cases infections	1,090

TABLE 18.
Death Cases—Schedule I.

Number of Cases.

Pension Awards	86
Limited Pension Awards	12
Lump Sums	28
Funeral Expenses Only	50
Awards Pending	67
Total	243

Relationship of dependants.	Totally Dependent.	Partially Dependent.	Resident in Ontario.	Not resident in Ontario.
Widow	81	2	70	13
Child	154	3	130	27
Mother	3	20	15	8
Father	2	24	14	12
Others.....	1	8	7	2
Totals.....	241	57	236	62

Time Between Injury and Death.

7	workmen survived	1	day after accident.
3	"	2	days
2	"	3	"
2	"	5	"
2	"	6	"
2	"	8	"
5	"	9	"
3	"	10	"
1	"	11	"
1	"	12	"
1	"	14	"
1	"	15	"
1	"	16	"
1	"	20	"
1	"	23	"
1	"	24	"
1	"	25	"
1	"	35	"
1	"	39	"

TABLE 19.

Estimate of Total Wages Expended and Number of Full Year Workers for 1916

SCHEDULE 1

Class	Wage Expenditure	Full Year Workers	Class	Wage Expenditure	Full Year Workers
	\$ c.			\$ c.	
1.....	8,951,529 89	13,600	18.....	3,370,092 85	4,300
2.....	4,392,246 66	5,600	19.....	1,888,773 37	2,800
3.....	6,208,843 60	9,600	20.....	6,162,489 66	10,400
4.....	5,737,775 75	9,300	22.....	7,230,557 29	10,900
5.....	12,781,629 53	13,500	24.....	995,095 00	1,525
6.....	2,431,275 72	2,900	26.....	7,622,902 50	13,800
7.....	1,402,293 39	1,900	27.....	10,717,700 00	17,300
8a.....	12,729,128 34	13,200	28.....	1,205,560 63	2,000
8b.....	6,340,261 50	8,300	29.....	7,847,510 33	7,800
8c.....	7,459,975 04	9,300	30.....	1,495,232 00	2,200
10.....	24,647,034 71	29,000	32.....	420,221 00	425
11.....	12,016,522 85	15,650	33.....	8,914,189 77	10,300
12.....	1,174,680 00	1,800	37.....	1,367,066 00	1,600
13.....	3,173,610 80	3,100	38.....	1,686,809 00	1,800
14.....	3,896,985 03	5,150	41.....	2,805,057 93	3,000
15.....	1,469,481 66	2,100	73.....	.....	.....
16.....	1,436,907 50	2,200			
17.....	2,933,905 00	3,700		182,913,344 30	240,050

ACTUAL COST AND "CURRENT COST."

System that has been Adopted.

The Board aims at having the burden of cost for each year taken care of by assessments for the year.

The cases in which compensation has to be paid consist of three classes, temporary disability, permanent disability, and death claims. At the close of any year there will of necessity be a number of each of these classes of cases not yet fully paid for, but it is in the permanent disability and death cases which involve pension awards that the payments will continue for a long time in the future. A crippled workman, for instance, awarded a pension of \$25 a month for life will be receiving pension payments for perhaps thirty years to come.

The method adopted by the Board is to set aside the present value of these pensions, that is to say, the amount which on the basis of five per cent. interest will be sufficient to meet all payments. This sum, of course, is not to be confused with a capital sum whose interest would pay the pension, nor with a sum equal to the total of all the payments that will have to be made to the workman. The workman above mentioned, for instance, if he lives his expectancy, will have received altogether at the time of his death \$9,000, but the sum which if now set aside at five per cent. interest will take care of these payments is only a little more than half that amount. The amounts set aside by the Board in pension cases, being based upon a higher rate of interest than is usually applied in the case of purchase of annuities, is on the average about 85 per cent. of what would be charged for the purchase of a similar annuity by an insurance company.

As the accidents which result in temporary disability only are vastly more numerous than those involving permanent disability or death, and as a considerable proportion of the two latter kinds are settled by small lump sum payments and not pensions, the pension cases form a very small proportion of the total number of claims.

The "current cost" plan, unqualified, would collect merely enough money to provide what is actually paid out during the year without making any provision for continuing the pensions awarded; the capitalized plan not only provides for what is actually paid out during the year, but also for payment of the pensions as long as they continue.

Under the method adopted by the Board each pension is valued according to the age and expectancy of the pensioner, and upon the assumption that the moneys will realize interest at the rate of five per cent., and the amounts so obtained are set aside and constitute a fund called the Pension Reserve Fund. This term is hardly appropriate, for the fund represents awards actually made and has no reference to future accidents. It is calculated that at any given time this fund will be just sufficient to take care of existing pensions. It can, if desired, be tested from time to time, or at fixed periods, according to actual experience, apart from actuarial basis, and adjusted to fulfil requirements.

Apart from this Pension Reserve Fund nothing is being set aside except a very small fund known as the Disaster Reserve, amounting to one per cent. of the

assessments. The balances in the different classes of industry at the end of the year on the whole are what are considered sufficient to meet liabilities until the first instalment of the year's assessment is received, though in such classes of industry as the manufacture of explosives it is deemed necessary to keep a reasonable current surplus to meet losses which may at any time occur.

Difference between the two Systems.

The difference between the rates of assessment under the capitalized and under the "current cost" plans will vary from year to year, according to the length of time the plans are in operation; it will vary in different classes of industry according as a greater or less proportion of the accidents in the industry involve pension awards rather than merely temporary or lump sum payments; and it will vary also according to the rate of interest upon which the capitalization of the pension awards is based, the higher the rate of interest the less the capitalization and the less the difference between the two plans.

The figures for the operations in any year (under either plan) will not exhibit the difference, though with a little computation they will give at this early stage in the working of our Act an approximation to it. From computation it will appear that the difference in the rate of assessment would be about one-third for the second year's operation of the Act.

The difference between the two plans will be less for the third year of operation of the Act, and will continue to grow less till about the ninth year, when on our basis of capitalization the rates for the two plans would be equal. Thenceforward the rate under the "current cost" plan would continue to grow until it exceeds the capitalized rate by about one-third. It is to be remembered, of course, that the capitalized rate is always constant; it is only the current cost rate that will vary; assuming of course that in both cases the accident experience and other burdens are the same.

The following table will illustrate the workings of the two systems, taking as an example an industry requiring under the capitalized plan a rate of \$1 per \$100 of assessment, and allowing for a 10 per cent. surcharge above bare current cost:

Year of Operation of Act.	Rate under Capitalized Plan.	Rate under Current Cost Plan.
	\$ c.	\$ c.
1915	1 00	60
1916	1 00	67
1917	1 00	73
1918	1 00	79
1919	1 00	84
1920	1 00	88
1921	1 00	92
1922	1 00	96
1923	1 00	1 01
1924	1 00	1 03
1925	1 00	1 06
1926	1 00	1 10
1927	1 00	1 13
1928	1 00	1 16
1929	1 00	1 19
1930	1 00	1 22
1931	1 00	1 24
1932	1 00	1 26
1933	1 00	1 27
1934	1 00	1 29
1935	1 00	1 30
1936	1 00	1 32
1937	1 00	1 33
1938	1 00	1 33

It will be observed that in the illustration taken, the current cost rate would at the commencement of the Act be only 60 per cent. of the capitalized rate, but that ultimately, with the same accident experience, it would reach and permanently remain at a figure 33 per cent. higher than the capitalized rate. Figuring on the basis of a lower rate of interest would, as already mentioned, make the difference greater.

Consideration of the Systems.

The capitalized system which has been adopted by the Board is the actual cost system; it provides for the running or working expenses of industrial operations as these expenses occur. If anything less than the amount necessary to do this is collected, someone not responsible for incurring the expense will have to pay the difference, and by reason of interest which money earns more than the difference, in the future, if the pensions of workmen and widows and children are to be paid at all.

In the case of foreign firms operating in the Province, and in the case of non-permanent industries, such as manufacture of munitions, and in the case of any kind of industry where the personnel of the employers changes from time to time, the injustice of leaving part of the expense of accidents to be paid by other employers is obvious. To pick out the industries which will be permanent, or in which the personnel of the employers will not change, would be difficult and in many cases impossible, and often in the same class both kinds exist, and it would hardly be possible to apply a mixed system.

No jurisdiction, with the partial exception of Germany, appears to have adopted a current cost plan in respect of pension payments. As pointed out in Bradbury's *Workman's Compensation* (2nd Ed.) Vol. 1, page 63, in an instructive discussion upon this subject, if a state insurance system does not provide for accidents as they occur, workmen's compensation protection will have increased

in ten or fifteen years, so that the state will be utterly unable to compete with the industries in other states, where a level premium on a capitalized basis has been maintained.

The question is not one in which employers only are interested, much less employers of the present day. The pensioners to whom the money in the Pension Reserve Fund belongs, and the general public, are interested also. If provision is not made for the compensation awarded, workmen are entitled to some guarantee that the money will be forthcoming when required.

The Board and its officers have given the matter very careful study and consideration, and feel that the only sound and proper plan is that which has been adopted. Employers with whom it has been discussed have generally expressed the same view, and it is hoped that any who may have been disposed to adopt the current cost theory, will give the matter careful reconsideration. There can at least be no doubt that employers a few years hence will be well pleased that Ontario, in accordance with the almost universal practice elsewhere, adopted the capitalized or actual cost principle.

That the present rates of assessment in Ontario, even with a considerable increase, are not an unreasonable burden as compared with rates in some of the adjoining jurisdictions, will be seen by the following table of comparison of rates for some of the important lines of industry.

COMPARISON OF RATES FOR 1916

Industry	Ontario	Michigan	New York
	\$ c.	\$ c.	\$ c.
Saw mills	1 50	3 06	5 00
Pulp mills	1 50	3 06	4 00
Furniture mfg	1 00	98	1 00
Planing mills	1 80	1 76	2 50
Brick making	90	1 06	1 50 to 2 00
Quarries	3 00	3 68	7 50
Mining	2 50	5 30	7 50 to 12 50
Iron smelting	1 80	4 62	6 50
Manufacturing steel or iron	1 80	2 54	4 00
Fabrication of steel	2 00	3 68	4 50
Foundries	1 00	1 12	2 00
Boiler making	1 30	2 03	3 00
Engine mfg	70	1 12	1 75
Stove mfg	60	85	1 50
Automobile mfg	60	85	1 00
Canning factories	80	1 12	1 50
Abattoirs	1 00	65 to 3 06	3 00
Breweries	1 00	1 53	2 20
Tanneries	60	94	1 00
Boot and Shoe mfg	20	26	40
Textile mfg	60	.44 to .57	70
Clothing mfg	15	.17 to .22	30
Printing	25	53	.30 to .75
Road making	1 00	2 03	2 50
Teaming	1 00	2 03	2 50
Steel building or bridge construction	6 00	8 39 to 10 10	12 00
Mason work	1 50	3 68	5 00
Carpenter work	1 50	3 20	3 50
Plastering	1 50	1 39	2 00
Plumbing	1 00	1 06	1 25
Glazing	1 00	2 54	3 50
Sewer construction	5 00	8 39	12 00
Waterworks construction	3 00	3 51	7 00
Power plants	2 00	3 20	6 00

ACCIDENTS ON POWER SAWS AND THEIR PREVENTION.

During the year 1916 there were 12,273 claims finally disposed of, resultant from accidents occurring during that year. Of this number 4,056, or 33.06 per cent. were caused by the operation of machinery. The operation of power saws responsible for 641, or 15.80 per cent. of the machine accidents or 05.22 per cent. of the total number. Their total cost was \$74,973.01. The additions of those accidents in which claims had not been filed, or in which claims filed had not been finally disposed of at the end of the year, and of the vast number of accidents causing less than a week's disability, would considerably augment this burden, but the figures presented are a justification for an analysis of accidents caused by the operation of power saws, the more so when the character of the disabilities is considered.

An analysis of the number of power saw accidents classified by resultant disability, together with the costs thereof for each class, follows.

Claims finally disposed of.					Costs.			
Class.	Temp. Dis.	Perm. Dis.	Death.	Totals.	Temporary Disability.	Permanent Disability	Death.	Totals.
					\$ c.	\$ c.	\$ c.	\$ c.
1	86	34	2	122	1,679 34	10,559 50	7,259 42	19,498 26
2	3	2	.....	5	61 58	285 95	.....	347 53
3	70	42	1	113	1,159 28	10,857 05	3,764 89	15,781 22
4	175	64	.....	239	3,325 86	18,526 59	.....	21,852 45
5	3	2	.....	5	52 63	1,131 62	.....	1,184 25
6	.....	.....	.....	.....	.....	.....	.....	.....
7	1	1	.....	2	8 24	505 73	.....	513 97
8a	9	2	.....	11	222 24	1,378 31	.....	1,600 55
8b	5	10	.....	15	83 05	1,991 79	.....	2,074 84
8c	8	1	.....	9	157 68	288 41	.....	446 09
10	37	12	.....	49	826 29	2,452 11	.....	3,278 40
11	24	14	.....	38	401 89	5,036 03	.....	5,437 92
12	.....	.....	.....	.....	.....	.....	.....	.....
13	.....	1	.....	1	.....	580 54	.....	580 54
14	.....	.....	.....	.....	.....	.....	.....	.....
15	.....	.....	.....	.....	.....	.....	.....	.....
16	1	1	.....	2	6 42	60 05	.....	66 47
17	1	.....	.....	1	11 00	.....	.....	11 00
18	.....	.....	.....	.....	.....	.....	.....	.....
19	.....	.....	.....	.....	.....	.....	.....	.....
20	1	2	.....	3	74 34	455 24	.....	529 58
22	4	.....	.....	4	80 13	.....	.....	80 13
24	1	1	.....	2	33 93	256 11	.....	290 04
26	1	1	.....	2	9 28	38 87	.....	48 15
27	.....	.....	.....	.....	.....	.....	.....	.....
28	.....	.....	.....	.....	.....	.....	.....	.....
29	1	.....	.....	1	3 70	.....	.....	3 70
30	1	1	.....	2	24 64	24 35	.....	48 99
32	.....	.....	.....	.....	.....	.....	.....	.....
33	7	4	1	12	111 41	868 73	275 00	1,255 14
37	.....	.....	.....	.....	.....	.....	.....	.....
38	1	.....	.....	1	16 50	.....	.....	16 50
41	2	.....	.....	2	27 29	.....	.....	27 29
Total	442	195	4	641	8,376 72	55,296 98	11,299 31	74,973 01

In any analysis of accident statistics it is a relatively difficult matter to charge fault, carelessness, or negligence to the operator or employer, or to assign such fault, carelessness, or negligence as the prime cause of individual accidents. It is possible, however, to adduce certain general principles.

The following excerpt from "The Bulletin" issued monthly by the New York State Industrial Commission (September, 1916, page 12) is interesting. "One of the largest concerns manufacturing saws in this country states, in its catalogue, that one-half of the saws sent back to the factory for repairs have been injured or ruined by the neglect of the owner or operator, who although knowing how to properly fit saws, fails to reset or sharpen the saw, as long as he can force the same through a cut of any kind."

This would seem to indicate fault, but ignorance is perhaps the main reason. In this connection the grouping of the workmen injured by saws, according to their age, throws some light.

Age of Injured	Temp. Disability	Perm. Disability	Death	Totals
Under 20.....	116	28	.....	144
20 — 25.....	59	28	1	88
25 — 30.....	47	27	1	75
30 — 35.....	46	11	1	58
35 — 40.....	46	25	1	72
40 — 50.....	73	30	.....	103
50 — 60.....	35	24	.....	59
Over 60.....	20	22	.....	42
Totals.....	442	195	4	641

Experience, or lack of experience on the part of the operator, in the operation of power saws is also worthy of note.

Experience	Temp. Disability	Perm. Disability	Death	Totals
Under 1 week	90	27	2	119
Over 1 week but under 1 month	99	41	1	141
Over 1 month but under 6 months.....	140	55	.....	195
Over 6 months but under 1 year.....	26	12	.....	38
Over 1 year but under 2 years.....	9	13	1	23
Over 2 years but under 5 years	40	22	.....	62
Over 5 years.....	38	25	.....	63
Totals	442	195	4	641

Numerous styles of guards are in use or on the market, and their installation should be encouraged by every possible means. It is, however, very difficult properly to guard saws in general use—where a certain guard is practicable for certain operations, it is not for others. When it must be adjusted to each different operation, it may take longer to adjust the guard than to perform the work requiring the use of the saw. One employee may remove the guard and almost invariably the next operator fails to put it on.

A large percentage of accidents on saws is the result of "kick-backs"—that is where the timber flies back and strikes the operator. Of the 641 "saw" accidents above tabulated, 104 were caused by kick-backs, there being 93 causing temporary disability, 9 some permanent disability, and 2 death. The causes of kick-backs are largely three—as follows:

1. Dull saws.—With a dull saw extra pressure is required on the saw, thus increasing the danger of a kick-back, or of the operator's hand slipping on the saw.

2. Saws not properly set.—The saw expands at its edge from the heat at the base of the teeth due to the closing of the grain or fibre of the wood. The result is, vibrations, cracking of saws at the bottom of the gullets and kick-backs.

3. Gauge or fence not being parallel with the saw.—If the gauge should be closer to the back of the saw than it is to the front, it forms a wedge between saw and gauge, and a kick-back results.

Perhaps the most important things in the prevention of accidents occurring through the use of power saws, are the keeping of saws properly set and sharpened, the knowledge of the operator as to the proper use of his saw, and of the things he should do and should not do, the proper location of saw tables or frames, and the protection of the floor.

The setting and sharpening of saws should be done by someone familiar with the work, not only for the sake of the operator, but for the sake of the saw. A properly set and sharpened saw can not bind, but will cut its own clearance, saving both time and power. It is readily noticeable that a dull or poorly set saw reduces its speed in cutting.

A rip-saw cannot be used successfully for cross-cutting, but a cross-cut saw can be used for ripping. The swage-set rip-saw prevents side friction or binding; it will do more work than a spring-set rip-saw, and will stand more feed; the swage-set saw cuts a shaving with the grain of the wood; in the spring-set saw alternate teeth cut on opposite sides of the kerf.

It is important that each tooth of a saw should do the same amount of cutting. If the saw is "out of round" the possibility of injuries is greater. If it has long and short teeth, the long teeth will have the most work to do, and hence an unequal strain on the saw is produced, and it will deviate from its line. A rounded gullet takes away sawdust better than a square notch, which produces a crack and prevents free circulation of sawdust. If an emery is used to sharpen or gum saws, a free cutting wheel should be used. If the teeth become case hardened or blued or glazed, the saw will be apt to break or crack. Overheating by short and tight belts should be avoided, the collar and stem of the mandrel should be true and fit perfectly, no end play or lateral motion in mandrel should be present. In the case of band-saws, proper tension is important. Improper adjustment of back thrust, uneven joints, or the collection of dust on the face of the saw wheel should be avoided, and band wheels should be round and perfectly balanced. With a band-saw, as well as with all saws, speed is an important efficiency factor.

The saw table should be in a firm position on the frame, the opening in the table for the saw should not be too large, the gauge should be in proper condition and it should be seen to that it can be securely fastened to the table, the bearing and arbor should be perfectly fitted and balanced and free from end thrust, and the saw should fit the mandrel.

It is of prime importance that at the front and sides of every saw table a non-slipping floor surface should be made—if nothing better, slat flooring should be

supplied. Sufficient lighting and proper saw dust carriers are requisites of an up-to-date establishment.

To these few suggestions might be added many more obvious ones. Saws should not be stopped with sticks when the power is off. Recklessness, horseplay, throwing of wood to hear the saw sing are prolific causes of accidents. The proper instruction of employees and eternal vigilance will add to "safety" dividends.

The point to all safety work is not so much what might have been saved if the accidents had not happened, but rather is this, and truer of saws than of almost any other form of machine, every unguarded machine is a potential accident carrier. It is merely the accident of chance that every accident is not a death.

RULINGS AND GUIDING PRINCIPLES IN DEALING WITH CLAIMS.

Computing Time and Compensation.

1. *Disability for "the period of at least seven days"* means calendar days (not working days), and the day of the accident or of the commencement of disability is counted as one of the seven days; but in computing the amount of compensation (as distinguished from determining whether the workman has been disabled long enough to be entitled at all) only the working days or parts of working days actually lost are paid for, all days except Sunday, however, being counted as working days, and Sunday being counted also if the workman works on Sundays.

2. *A month* is counted as consisting of 26 working days and of 4 1-3 weeks.

3. "*Average earnings*" are such sum as appears a fair and equitable representation of the workman's rate of earnings in the circumstances of the case; the yearly average is the ordinary criterion, time lost by sickness or reasonable voluntary holiday not operating against the workman while time lost through slackness of business or usual close-down (as in the case of seasonal occupation) does count against him; but where the disability being compensated for is shorter than six months the midway figure between the average yearly earnings and the earnings at the time of the accident is taken, the earnings at the time of the accident being arrived at by taking the average for the three or four weeks immediately prior to the accident if the daily or weekly earnings are variable.

It is the actual earnings and not the rate of wages that govern, but all remuneration, for example, board or lodging furnished as part payment or gratuities received by a dining-car waiter, are counted as earnings.

In all cases, however, it is endeavoured to arrive at the amount which in the circumstances fairly and equitably represents the workman's earnings.

Communications and Cheques.

4. *Communications*, as far as possible, are to be carried on with the workman and employer direct.

5. *Compensation cheques* must be made payable and mailed direct to the workman or his widow or other dependants.

6. *Workman's Residence and Address*.—The Board must be informed of the workman's residence and address, and of every change therein.

7. *Assignments of compensation* are not approved as a matter of course, and are not approved for solicitor or agency bills, or for a larger bill of any kind than appears to be reasonable.

Right to Compensation.

8. *General Rule*.—The general rule is that a workman will be entitled to compensation if he sustains an injury by accident while performing the duties which have been allotted him by his employer. If the doing of his work exposes him to the hazard of accident and he is injured as a consequence, he will be entitled to compensation, even though his employer may not have been at fault and he himself has been guilty of negligence. Mere negligence will not deprive him of compensation unless it amounts to serious and wilful misconduct, and not even then, if the injury results in death or serious disablement.

9. *Going to or from work.*—A workman who is injured while entering his employer's premises before work commences, or leaving them after the day's work is finished, will be entitled to compensation if he makes use of the ordinary means provided for that purpose or other reasonably safe mode of entrance or exit. But if his accident occurs on the public street while he is off duty and is merely going to or from work, and is like any other member of the general public, he will not be entitled.

10. *Accidents During Lunch Hour, etc.*—The protection of the Act also extends to workmen during intervals when they are not actually engaged in manual labour, but are on the employer's premises, and are doing something they may reasonably be entitled to do while there. This covers intervals of leisure and other necessary interruptions which ordinarily occur during work. Workmen will thus be compensated when they are injured by reason of the ordinary hazards on the employer's premises, while eating their meals there, in the usual or other safe place, while going to get a drink, while sleeping in the quarters provided by the employer or resting from work at a reasonable time and place.

11. *Larking and Fighting.*—Workmen who participate in horse play or larking or fighting are not compensated.

12. *Street and Railway Accidents.*—Workmen sent out on the street or on a railway by their employers during the hours of employment, to perform something in the interests of their employers' business, will be entitled to compensation if they are injured by reason of one of the ordinary perils of street or railway traffic.

13. *Blood Poisoning.*—If a workman sustains an accident in the course of his employment, and blood poisoning sets in as a result of it, he will be compensated. The time when, or the place where, the germ of infection entered the wound is immaterial.

14. *Disease.*—Disease when it is the consequence of an accident happening during a workman's employment, entitles him to compensation, but disease by itself is not a reason for compensation unless it is one of the industrial diseases provided for in Schedule 3 of the Act.

15. *Sunstroke and Frost Bite.*—A sunstroke or a frost bite, sustained by a workman while in the course of his employment, and where shown to be clearly due to it, will entitle him to compensation.

16. *Serious and Wilful Misconduct.*—A workman injured by an accident due solely to his serious and wilful misconduct will not be compensated unless the injury results in death or serious disablement.

The misconduct must be deliberate and intentional and not merely a thoughtless act or one done on impulse or on the spur of the moment. Inattention will not constitute serious and wilful misconduct, nor as a rule will mere imprudence, negligence, lack of care or caution, or error of judgment on the part of the workman.

The danger to himself or others involved in the act, the workman's appreciation of the probable consequences, and his age and experience are to be considered. Disobedience to an express order or a deliberate breach of law or rule, well-known to the workman and designed for his safety, will generally be held to be serious and wilful misconduct. Each case must be determined upon its own particular circumstances.

17. *Workmen Acting outside their Duties or for their own Purposes.*—A workman who voluntarily takes upon himself something quite outside the duties allotted him, or who voluntarily goes to a place with which he has nothing to do, or who does something solely for his own purpose, is not entitled to compensation for accidents occasioned thereby.

18. *Clerical Workers.*—Employees whose duties are wholly clerical and who are not exposed to any hazard incident to the nature of the work carried on in the industry are not workmen entitled to compensation under the Act. But employees, even though usually engaged in clerical work, whose duties sometimes require them to go into the factory or through the works are entitled to compensation if injured in any part of their employment.

Where there is a general hazard to all employees arising from the nature of the industry—for example, risk of explosion—all clerical employees will be covered.

APPENDIX A.

Table Showing the Present Value of a Pension to a Widow of \$20.00 a Month to Death or Remarriage, with Two Years' Compensation on Remarriage.

This table, derived from Remarriage Experience of the Dutch State Insurance Fund and Mortality Experience of England and Wales, for widows, provides for a "bonus" of two years' lump sum for remarriage. Computations are calculated to the nearest age and are made on a 5% interest rate.

Age (years)	Expectancy (years)	Evaluation of \$20 00 a month.	Age (years)	Expectancy (years)	Evaluation of \$20 00 a month.
		\$ c.			\$ c.
20.....	15.	2,551 90	46.....	23.75	3,373 42
21.....	15.66	2,626 24	47.....	23.24	3,334 65
22.....	16.35	2,702 08	48.....	22.69	3,291 44
23.....	17.07	2,778 95	49.....	22.10	3,244 21
24.....	17.82	2,855 57	50.....	21.47	3,191 66
25.....	18.59	2,931 36	51.....	20.81	3,135 14
26.....	19.40	3,008 31	52.....	20.14	3,076 27
27.....	20.19	3,080 68	53.....	19.46	3,013 87
28.....	20.96	3,147 75	54.....	18.77	2,948 87
29.....	21.69	3,210 15	55.....	18.07	2,880 77
30.....	22.38	3,266 63	56.....	17.41	2,813 69
31.....	23.03	3,318 54	57.....	16.78	2,748 20
32.....	23.63	3,364 27	58.....	16.13	2,678 48
33.....	24.17	3,404 82	59.....	15.52	2,610 47
34.....	24.65	3,439 67	60.....	14.90	2,540 07
35.....	25.06	3,469 23	61.....	14.30	2,469 12
36.....	25.38	3,491 35	62.....	13.71	2,397 63
37.....	25.60	3,506 56	63.....	13.12	2,324 36
38.....	25.72	3,514 86	64.....	12.54	2,249 49
39.....	25.72	3,514 86	65.....	11.96	2,173 60
40.....	25.66	3,510 71	66.....	11.40	2,096 94
41.....	25.53	3,501 72	67.....	10.84	2,019 18
42.....	25.32	3,487 20	68.....	10.31	1,943 00
43.....	25.03	3,467 15	69.....	9.79	1,866 74
44.....	24.66	3,440 40	70.....	9.30	1,792 78
45.....	24.23	3,409 18			

APPENDIX B.

Table Showing the Present Value of a Pension to a Child of \$5.00 a Month to Death or Age Sixteen.

Table compiled from experience of Canadian Insurance Companies; amounts calculated on exact ages; Interest Rate, 5%.

Age (years)	Expectancy (years)	Value of \$5.00 a month.	Age (years)	Expectancy (years)	Value of \$5.00 a month.
		\$ c.			\$ c.
0.....	12.85	572 48	9.....	6.89	350 84
1.....	13.48	592 27	10.....	5.92	308 30
2.....	12.97	576 39	11.....	4.95	263 70
3.....	12.26	553 25	12.....	3.97	216 43
4.....	11.45	525 95	13.....	2.98	166 32
5.....	10.60	496 17	14.....	1.99	113 73
6.....	9.70	463 29	15.....	.99	57 96
7.....	8.79	428 56	16.....	.....	.....
8.....	7.85	391 02			

APPENDIX C.

Workman's Expectancy Table Used in Ordinary Cases.

Table based on American Experience Table of Mortality to Age 56 and modified in subsequent ages—from the Healthy Male Table; Interest Rate, 5%.

Age.	Expectancy.	Value of \$1 a month.	Age.	Expectancy.	Value of \$1 a month.
		\$ c.			\$ c.
15.....	45.50	219 14	43.....	26.00	176 71
16.....	44.85	218 29	44.....	25.27	174 19
17.....	44.19	217 39	45.....	24.54	171 58
18.....	43.53	216 45	46.....	23.81	168 90
19.....	42.87	215 49	47.....	23.08	166 12
20.....	42.20	214 48	48.....	22.36	163 25
21.....	41.53	213 44	49.....	21.63	160 26
22.....	40.85	212 35	50.....	20.91	157 21
23.....	40.17	211 22	51.....	20.20	154 08
24.....	39.49	210 04	52.....	19.49	150 83
25.....	38.81	208 84	53.....	18.79	147 54
26.....	38.12	207 57	54.....	18.08	144 14
27.....	37.43	206 26	55.....	17.40	138 79
28.....	36.73	204 88	56.....	17.40	138 79
29.....	36.03	203 47	57.....	16.69	136 43
30.....	35.33	201 99	58.....	16.35	135 25
31.....	34.63	200 46	59.....	16.01	133 28
32.....	33.92	198 87	60.....	15.69	131 48
33.....	33.21	197 21	61.....	15.38	129 69
34.....	32.50	195 49	62.....	15.09	128 10
35.....	31.78	193 69	63.....	14.81	126 47
36.....	31.07	191 86	64.....	14.54	124 88
37.....	30.35	189 92	65.....	14.28	123 34
38.....	29.62	187 89	66.....	14.04	121 92
39.....	28.90	185 83	67.....	13.82	120 56
40.....	28.18	183 68	68.....	13.61	119 26
41.....	27.45	181 41	69.....	13.43	118 14
42.....	26.72	179 08	70.....	13.25	117 03

APPENDIX D.

Annuity Table Used in Schedule 2 Permanent Disability Cases.

Used in commutations under Section 26 of the Act and based on the Imperial Life Table.

Age.	\$100.00 annuity, payable monthly.	Age.	\$100.00 annuity, payable monthly.	Age.	\$100.00 annuity, payable monthly.
20.....	\$2,170	40.....	\$1,737	60.....	\$1,141
21.....	2,153	41.....	1,710	61.....	1,109
22.....	2,137	42.....	1,681	62.....	1,077
23.....	2,120	43.....	1,652	63.....	1,045
24.....	2,102	44.....	1,622	64.....	1,014
25.....	2,083	45.....	1,591	65.....	981
26.....	2,064	46.....	1,560	66.....	950
27.....	2,043	47.....	1,528	67.....	919
28.....	2,023	48.....	1,496	68.....	888
29.....	2,002	49.....	1,464	69.....	857
30.....	1,980	50.....	1,431	70.....	826
31.....	1,958	51.....	1,401	71.....	795
32.....	1,936	52.....	1,374	72.....	764
33.....	1,913	53.....	1,348	73.....	734
34.....	1,890	54.....	1,322	74.....	705
35.....	1,866	55.....	1,294	75.....	677
36.....	1,841	56.....	1,266	76.....	650
37.....	1,816	57.....	1,236	77.....	623
38.....	1,790	58.....	1,205	78.....	598
39.....	1,764	59.....	1,173	79.....	573
				80.....	549

APPENDIX E.

Permanent Partial Disability Rating Schedule.

The following specimen column of the rating table shows the ratings for various injuries at a wage (the average) of \$13.00 weekly. It is divided into two columns, major and minor, signifying for example the value of the right arm (major) of a right-handed man as compared with the value of the left (minor). The minor is in most cases considered to be nine-tenths of the value of the major, the distal joint of the thumb being the only exception in the case of upper extremities. No division as to major and minor is made for the lower extremities nor for the eyes. The scale is gradatory in respect of wages, each four-dollar increase in the sum of weekly wages reducing the rating by ten per cent.

It must, however, be recognized that wide latitude from the rating scale may be taken by the Board in fixing awards, each case being decided on its own merits.

Disability.	Major.	No difference in Major and Minor.	Minor.
Arm—at shoulder	68.5	.....	62.
at elbow	57.	.....	52.
between elbow and wrist (upper)	43.	.....	39.
between elbow and wrist (lower)	38.5	.....	34.5
Hand—.....	34.5	.....	31.
Thumb—.....	7.7	.....	7.
distal phalange	4.7	.....	4.7
with metacarpal	12.	.....	10.8
Fingers—four (70% of value of hand).....	24.2	.....	21.7
index, middle and ring	12.9	.....	11.5
index and middle	9.2	.....	8.3
middle and ring	6.5	.....	5.8
middle, ring and little	9.1	.....	8.2
ring and little	4.8	.....	4.3
Add for 1st, 2nd or 3rd metacarpals, each.....	4.3	.....	3.9
Add for 4th and 5th metacarpals, each.....	2.6	.....	2.3
index at proximal joint	4.3	.....	3.9
index at middle joint	3.1	.....	2.8
index at distal joint	1.5	.....	1.3
middle at proximal joint	3.1	.....	2.8
middle at middle joint	1.7	.....	1.5
middle at distal joint .....	.8	.....	.7
ring at proximal joint	2.3	.....	2.1
ring at middle joint	1.4	.....	1.2
ring at distal joint76
little at proximal joint	1.7	1.5
little at middle joint87
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Any—immobilized joints			
distal—½ value of distal phalange.....			
distal and middle—value of distal and middle phalange			
middle—½ value of finger			
all—value of finger			
Leg—disarticulation of thigh		83.3	.....
between hip and knee		55.6	.....
disarticulation of knee		34.2	.....
between knee and ankle		25.7	.....
knee in strong flexion		17.1	.....
Foot—.....		25.7	.....
Toes—all toes		5.2	.....
all toes except great		4.1	.....

APPENDIX E.—Continued.

Disability.	Major.	No difference in Major and Minor	Minor.
Toe—			
metatarsal other than great .....	.....	1.3	.....
great .....	.....	2.6	.....
great with metatarsal .....	.....	5.2	.....
great one phalange .....	.....	1.1	.....
any one except great or second.....	.....	.0	.....
second (add) .....	.....	.9	.....
third (add) .....	.....	.7	.....
fourth or fifth (add) .....	.....	.4	.....
Eye—one, blind (standard)	16.	.....	16.
one, enucleated (standard)	18.	.....	18,
loss of lens	12.	.....	12.
Teeth .....	.....	.....	.....
Disfigurement .....	.....	.....	.....

APPENDIX F.

Salaries of Staff, with Names and Positions, 31st Dec., 1916.

Name.	Position.	Salary.
J. M. McCutcheon	Secretary.....	\$3,500 00 per year.
N. B. Wormwith	Solicitor.....	3,000 00 "
W. N. Hancock	Claims Officer.....	3,000 00 "
D. E. Bell	Medical Officer.....	2,500 00 "
T. N. Dean	Statistician.....	2,100 00 "
L. M. Miller	Assistant to Medical Officer.....	1,750 00 "
A. J. Walker	Auditor.....	1,750 00 "
R. W. Dance	Chairman's Secretary and Reporter...	1,700 00 "
H. R. Polson	Pay Roll Officer.....	1,650 00 "
F. W. Graham	Assistant Claims Officer.....	1,600 00 "
R. H. Graham	Collector.....	1,500 00 "
Harold Pryce	Cashier.....	1,350 00 "
George E. Heal	Bookkeeper.....	1,350 00 "
E. P. Dowdall	Claims Clerk.....	112 50 per month.
J. W. Tucker	"	112 50 "
John Scott	Clerk.....	112 50 "
W. T. Giles	Pay Roll Auditor.....	175 00 "
E. E. Starr	"	125 00 "
H. F. Hall	"	125 00 "
G. N. Whiteside	"	125 00 "
G. B. Mansfield	"	100 00 "
M. W. Bastedo	"	100 00 "
F. A. McNamara	"	100 00 "
E. S. Beynon	"	100 00 "
W. C. Bayly	"	100 00 "
O. L. Redfern	Bookkeeper.....	100 00 "
W. H. Harvey	Clerk.....	100 00 "
W. B. Terry	Assistant Cashier.....	100 00 "
F. C. Burns	Clerk.....	90 00 "
J. D. Hunter	"	90 00 "
R. W. Menzies	"	90 00 "
Ethel McFarlane	Commissioner's Secretary and Clerk..	850 00 per year.
W. G. Perry	Messenger.....	65 00 per month.
Birdie Ponsford	Bookkeeper.....	15 00 per week.
Marie L. Hearn	Stenographer and Clerk.....	70 00 per month.
Stella Elliott	Stenographer.....	60 00 "
Mrs. Eliz. McKinnon	"	60 00 "
Pearl Fleming	"	60 00 "
Gladys Pim	"	60 00 "
Dorothy Soble	"	60 00 "
Myrtle Chamberlain	"	60 00 "
Florence McElwee	"	60 00 "
Caroline G. Hindle	"	60 00 "
Marjorie Johnson	"	60 00 "
Edna Pack	"	60 00 "
Lila M. Burchill	"	60 00 "
Irene Metcalfe	"	60 00 "
Mrs. Adeline Somers	Switchboard Operator.....	60 00 "
Gertrude Borden	Stenographer.....	12 00 per week.
Gertrude H. England	"	12 00 "
Gertrude Bristow	"	12 00 "
Mamie McGregor.....	"	12 00 "
Rossalyn Cascadden	"	12 00 "
Rose Lobraico.....	"	12 00 "
Irene M. Lawrence	"	12 00 "
Mary L. Kennedy	"	12 00 "
Ethel M. Pring	"	12 00 "
Ida A. Hellyer	"	12 00 "
Margaret Roberts	"	12 00 "
Ida M. Apted	Filing Clerk	10 00 "
Mary J. Day	Stenographer.....	10 00 "
Margaret A. Watt	Clerk.....	9 00 "
Cyril Lawer	Junior Clerk.....	9 00 "

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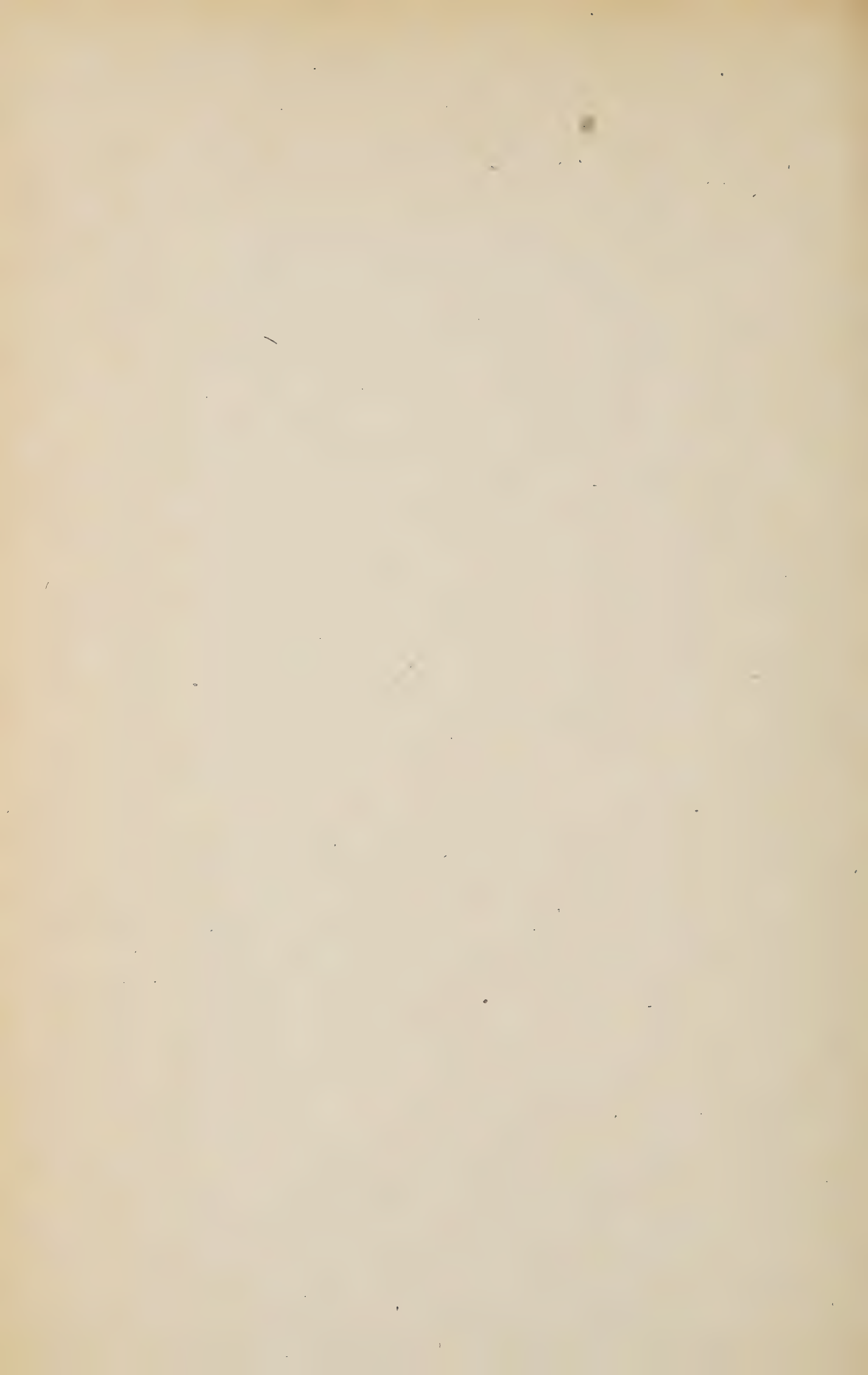
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REPORT

ON THE

BRITISH RED CROSS FUND

OCTOBER 19th, 1916

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO:

Printed and Published by A. T. WILGRESS, Printer to the King's Most Excellent Majesty

1917

Printed by
WILLIAM BRIGGS
Corner Queen and John Streets
TORONTO

TO HIS HONOUR, SIR JOHN STRATHEARN HENDRIE, K.C.M.G., C.V.O.,
etc.; etc., etc.,

Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:

I herewith beg to present for your consideration the report on the response of the Province to the appeal from the British Red Cross Society and the Order of St. John of Jerusalem for 1916. The campaign for Ontario was conducted by the Organization of Resources Committee.

Respectfully submitted,

T. W. MCGARRY,

Provincial Treasurer.

TO THE HONOURABLE T. W. MCGARRY, K.C., M.P.P.,

Provincial Treasurer of Ontario.

SIR:

I am instructed by the Organization of Resources Committee, which had in charge the appeal of the British Red Cross Society and the Order of St. John of Jerusalem, made on October 19th, 1916, to submit for your approval the following reports, made to the Committee by the Treasurer and the Secretary respectively.

I have the honour to be, Sir,

Your obedient servant,

ALBERT H. ABBOTT,

Secretary of the Committee.

REPORT OF THE TREASURER OF THE BRITISH RED CROSS FUND, 1916

TO HIS HONOUR, SIR JOHN S. HENDRIE, K.C.M.G., C.V.O., CHAIRMAN.

MAY IT PLEASE YOUR HONOUR:

I have the honour to submit the following report as Treasurer of the British Red Cross Fund for the Province of Ontario. The following statement shows the amount of money which reached me as Treasurer of the above mentioned Fund and the disposition which has been made of it. I have left all details as to the crediting of the contributions to the various municipalities and to the various organizations in these municipalities to the Secretary.

Jan. 29, 1917—Total amount received to date.....	\$1,656,000 04	
Bank interest on minimum monthly balance to January 31, 1917.....	234 29	
Nov. 21, 1916—Purchased Exchange on London, £250,000..		\$1,192,075 00
Dec. 20, 1916—Purchased Exchange on London, £50,000...		238,800 00
Balance on deposit in Bank of Montreal.....		225,359 33
	<hr/>	<hr/>
	\$1,656,234 33	\$1,656,234 33

Respectfully submitted,

T. W. MCGARRY,

Treasurer.

I hereby certify that I have carefully examined and checked the books of account showing collections made for the British Red Cross Fund for the Province of Ontario, from October 3rd, 1916, to January 29th, 1917, and find that the above epitomized statement of the same is in accordance therewith.

J. CLANCY,

Provincial Auditor.

REPORT OF THE SECRETARY OF THE ORGANIZATION OF RESOURCES COMMITTEE ON THE BRITISH RED CROSS CAMPAIGN OF 1916.

TO HIS HONOUR, SIR JOHN S. HENDRIE, K.C.M.G., C.V.O., CHAIRMAN,
AND MEMBERS OF THE ORGANIZATION OF RESOURCES COMMITTEE.

GENTLEMEN :

I have the honour to submit the following report on the response of the Province of Ontario to the appeal of the British Red Cross Society and the Order of St. John, together with an account of the steps taken to bring the appeal before the citizens of the Province.

On July 26th, 1916, His Honour, Sir John S. Hendrie, K.C.M.G., C.V.O., received the following cablegram :—

“ LIEUTENANT-GOVERNOR,

“ *Toronto, Ont.*

“ I have the honour to inform you that the British Red Cross Society and the Order of St. John are once more proposing to appeal throughout the Empire by street and other collections upon ‘Our Day,’ which has been fixed for nineteenth October. The money received will be devoted to our wounded soldiers and sailors from home and overseas at the various seats of war. The generous response which we received last year from all parts of the King’s Dominions encourages us to hope that the constantly increasing demands for our help may be met by a corresponding increase of generosity throughout the Empire. We shall be truly grateful to you if you will assist our work by organizing an appeal and sending the proceeds to us for our sick and wounded at the front. I shall be greatly obliged if you will communicate the contents of this cablegram to your Ministers and recommend the proposal to their favourable consideration. Their Majesties the King and Queen and Her Majesty Queen Alexandra are giving us their gracious patronage and I trust you will also see your way to help us in the same splendid manner as you did last year.

“ LANSDOWNE,

“ *President of British Red Cross Society,*

“ *83 Pall Mall, London.*

“ PLYMOUTH,

“ *Subprior of the Order of St. John of Jerusalem.*”

This message was brought to the attention of the Government, and the Secretary of the Organization of Resources Committee was informed that, in due course, formal action would be taken placing the appeal in the hands of the Organization of Resources Committee for action.

On September 21st, 1916, the Government issued a Proclamation, which contained the following paragraphs :—

“ Whereas the Most Honourable the Marquis of Lansdowne, the President of the British Red Cross Society, has, on behalf of that organization and the Order of St. John, made an urgent appeal throughout the Empire for individual contributions for funds, to be collected on Thursday, the nineteenth day of October, A.D. 1916, such money to be devoted entirely to relieving the sufferings of our wounded soldiers and sailors from home and overseas at the various seats of war;

"And whereas, our Province of Ontario, one of the richest Provinces in the Overseas Dominions, has manifested its desire to do its full share in the great struggle in which our Empire is now engaged by generous contributions of both men and money;

"And whereas the British Red Cross Society and Order of St. John have not only cared for the sick and wounded sailors and soldiers from all parts of our Empire, but also have extended their humane work to assist in caring for the suffering of every Allied Nation;

"And whereas the cost of this far-reaching work in supplying motor ambulances, hospital trains, hospital ships and medical and surgical supplies for thousands of hospitals in Europe, Asia and Africa is so great that all parts of the Empire are called upon to assist in adequately meeting it;

"We therefore appeal confidently to our people of this Province to make such a contribution as will be worthy of the place they occupy in our Empire, worthy of this Province and worthy of the great cause for which the appeal is made;

"And, furthermore, we do hereby request that the Mayor of every town and city, and the Reeve of every municipality will confer immediately with the Patriotic and Red Cross organizations and societies as he may see fit and call a public meeting in each and every locality for the purpose of organizing a campaign for the collection of funds on the nineteenth day of October with the object above mentioned;

"We furthermore urge upon all clergymen in the Province to bring this matter before their congregations at the first opportunity and to impress upon them the necessity of prompt and liberal action; and we also appeal to Members of Parliament, Members of the Legislative Assembly, school teachers and the public generally to co-operate in this movement and assist in bringing the matter to the attention of every citizen and in every other way carrying it out to a successful accomplishment."

At the same time the appeal was formally referred to the Organization of Resources Committee, and the Committee was asked to lay it before the citizens of the Province.

Accordingly, on September 23rd, your Secretary sent out the following letter to the Clerk of every municipality in the Province:—

"I am instructed by His Honour the Lieutenant-Governor to inform you that a second appeal has come from the British Red Cross Society to the citizens of Ontario. This appeal has been endorsed by the Government of the Province as the enclosed Proclamation will show. It goes to your Council with the urgent request, contained in the Proclamation, that you take such steps as you deem expedient to bring the matter to the attention of your citizens. The collection will be made on October 19th.

"In order that your Council may realize something of the need, I beg to inform you that the British Red Cross Society is represented, in an organized way, on every Allied battlefield, and that its activities consist in supplying motor ambulances, hospital trains, hospital ships, hospitals and supplies, both medical and surgical, both for their own and thousands of other hospitals. The outlay for the first two years of the war was \$15,000,000, and the estimated outlay for the present year is \$8,750,000. This amount would not be greatly reduced even should the war end during the year, although doubtless, the income of the Red Cross Society would stop at the end of the war.

"The enclosed statement will show exactly what your municipality did last year. Will you not see to it that this contribution is increased rather than diminished? The need is certainly greater, and it will increase as the Allies' advance continues.

"The sick and wounded sailors and soldiers deserve the best that we can give them, and we trust that your Council will take such steps to meet this humane appeal as you deem best calculated to secure a satisfactory response from your people."

On September 25th the following letter was sent to the Reeves and Mayors of the municipalities:—

“There has come again to the Province of Ontario the Empire-wide appeal of the British Red Cross Society and the Order of St. John. Last year the response was general and most generous throughout the Province, and the amount realized—almost \$1,515,000—placed Ontario in the forefront of contributors. It will be easy to equal or better this record if, on October 19th, the date set for the collection this year, every municipality unites to do its fair share in this noble work.

“On the instruction of His Honour the Lieutenant-Governor a formal request, together with a statement of your municipality's share in last year's contribution, has been sent to your Council through the clerk. In addition, however, it has been thought wise to bring the appeal to your attention personally, with the request that you take steps as soon as expedient to lay the matter before your Council or your citizens generally, so that no time will be lost in making plans to secure as generous a response as possible to this call of the Motherland for assistance.

“It is not necessary for us to mention the various ways in which the contributions may be made—by council grant, house-to-house canvass, tag day, day's pay of employees, school children's and church collections, etc. That is a matter to be decided by local circumstances. The important thing will be to secure the earnest co-operation of all organized bodies in your municipality, especially those which have been doing patriotic work.

“The Red Cross cares for the sick and wounded, but it does more than this, for the confidence and fortitude of the men in danger is strengthened by the knowledge that everything that human skill can provide is waiting for them behind the lines should they fall in the place of duty. We bring this appeal to your attention, confident that you will do all in your power to support this grand work, which means so much to our brave sailors and soldiers who are defending our property, our lives and our liberty.”

On September 27th His Honour the Lieutenant-Governor sent the following letter to Members of the Senate, Members of Parliament and Members of the Legislative Assembly in the Province of Ontario:—

“I have received a second appeal for aid from the British Red Cross Society and the Order of St. John. As you will see from the enclosed Proclamation, the Government of the Province has endorsed the appeal and is sending it on to the citizens of the Province with the request that everything possible be done to meet it in the splendid way in which it was met last year.

“The appeal last year came to us as the first appeal which has been made by the Motherland to its Overseas Dominions. It, therefore, touched our deepest patriotic sentiments. While the appeal this year need not lack anything in that respect as compared with that of last year, it should bear with it an added note, namely: that of GREATER NEED. In his cablegram Lord Lansdowne says:—‘The generous response which we received last year from all parts of the King's Dominions encourages us to hope that the constantly increasing demands for our help may be met by a corresponding increase of generosity throughout the Empire.’

“The British Red Cross spent \$15,000,000 during the first two years of the war, and it is estimated that the expenditure this year will be at least \$8,750,000. It is impossible for Ontario to estimate what its share of this amount would be, but I am sure neither you nor any other citizen would wish the Province to do less than it can well afford in a cause which so appeals to our very highest instincts, both of patriotism and humanity. Will you not interest yourself in the appeal and lead your constituency to take a creditable place in the response of our Province?”

Following these, letters were sent as follows:—

On September 28th—To Patriotic Fund Committees.

On October 3rd—To Manufacturers.

On October 4th—To the General Managers of Banks with Head Offices in Ontario.

On October 6th—To the Clergymen of Ontario.

On October 3rd the Honourable G. H. Ferguson, Acting Minister of Education, sent the following letter of appeal to the teachers of the Province:—

“The schools of the Province responded splendidly to the appeal of the British Red Cross Society last year. From nearly half (375) of the municipalities of the Province contributions were received from school children, totalling \$52,475.03.

“Great as was the need last year, Lord Lansdowne has assured us that it is greater now. He says:—‘The generous response received last year from all parts of the King’s Dominions encourages us to hope that the constantly increasing demands for our help may be met by a corresponding increase of generosity throughout the Empire.’

“May I suggest to you, as last year, that an appeal of this kind is eminently suited as an occasion to bring before the children the great work which Red Cross agencies are carrying on throughout the world? Sufficient information is enclosed to enable you, with maps of Europe, Asia and Africa before your scholars, to point out where the British Red Cross Society is working. Will you not interest your scholars in the appeal and help them to feel that they are, through their contributions and collections, on October 19th, taking a very direct part in the great struggle in which our Empire is now engaged?”

On October 12th Mr. George A. Putnam, Superintendent of Women’s Institutes, sent the following letter to the Women’s Institutes of the Province:—

“I have been requested by the committee in charge to ask the co-operation of the officers and members of Ontario Women’s Institutes in the work of securing contributions for the British Red Cross Society and the Order of St. John, the Empire-wide campaign for which is to be held on “Our Day,” October 19th.

“The appeal of the British authorities has been endorsed by the Government of Ontario and sent on to the Reeves and Clerks of each municipality, with the request that they take such steps as are expedient to secure a creditable response from their people. It is hoped that all organized bodies, and the Institutes as one of them, will co-operate to secure a response that will be worthy of the municipality and of the cause on behalf of which it is asked. If a campaign committee has already been appointed in your municipality, your Institute should co-operate in the splendid work to the best of its ability. If no provision has been made for a collection in your vicinity, will you not do what you can to make the appeal known as widely as possible among your members, and also solicit assistance from those outside the Institute.

“Last year Ontario gave \$1,515,000 to this great humane work, and the Institutes had no small share in securing that splendid contribution. This year, with the added note of a greater and constantly increasing need as the British forces continue their offensive, it is confidently expected that everyone whose sympathies are with the Allies’ cause will be touched and respond readily to this call for help from our stricken defenders.

“There is enclosed some literature which will give you just a glimpse of the vastness and importance of the work of the British Red Cross. Trusting that this appeal will have your prompt and earnest support.”

The Canadian Red Cross Society and the Canadian Branch of the St. John Ambulance Association were in hearty sympathy with the movement. On September 20th, Lieutenant-Colonel Noel Marshall, Chairman of the Executive Committee, sent out the following letter to every branch of the Red Cross Society in Canada:—

“The necessities of the British Red Cross Society and of the Order of St. John of Jerusalem in England are so great, and the work undertaken by it so extensive, that it has been found necessary to again appeal to the Dominion of Canada for assistance in an Empire-wide movement to collect funds for the sick and wounded.

“Lord Lansdowne, the President of the British Red Cross Society has, therefore, issued an appeal to our Society for such help as it is within our power to give in the collection of funds, and the 19th of October has been fixed for the day upon which such an appeal should be made to the people of Canada.

“The Executive Committee of the Canadian Red Cross Society is in hearty sympathy with the movement, which will be extended to all the Dominions beyond the Seas, and is desirous that the Canadian Red Cross Society shall make, on that day, a response worthy of the people of Canada, and our Society.

“It has been decided to leave to the Provincial authorities all arrangements necessary for the successful carrying out of the object in view, as the appeal has been made to H.R.H. the Governor-General and the Lieutenant-Governors of the several Provinces, but it is hoped that the Canadian Red Cross Branches will give every assistance to local committees which may be appointed by the Provincial authorities.

“The Executive, therefore, commends this appeal to you in order that steps may be taken to organize at once in such a manner as to produce the best results.

“It must be clearly understood that the money collected for this Fund should be altogether the result of a special appeal on that day, and that grants should not be made from the already subscribed funds to the Canadian Red Cross Society in the hands of the several Branches.”

On October 4th, Fred Cook, Esq., Chairman of the Canadian Branch of the St. John Ambulance Association, sent the following letter to the branches of this Association:—

“The earnest attention of all Centres of the St. John Ambulance Association is again called to the proposed collection in aid of the Joint Committee of the British Red Cross Society and the Order of St. John, on Thursday, October 19th. In view of the continued great demands upon the resources of both organizations in France and the near East, the Joint Committee in London has decided to make another appeal throughout the Empire, by street and other collections, and the money received from this appeal will be devoted entirely to relieving the sufferings of all wounded soldiers and sailors at the various seats of war, from all parts of the King's Dominions.

“As the St. John Ambulance Association is the Ambulance Department of the Order of St. John, working in close co-operation with the British Red Cross Society (as is the Canadian Branch of the St. John Ambulance Association and the Canadian Branch of the Red Cross Society), the appeal is heartily concurred in, and the officers of every Centre of the Association are again requested to immediately get into communication with the Mayor or other head of the municipality and assist in any general plan which may be evolved for the success of the appeal.

“As the time is short, it is earnestly requested that this matter be given the immediate attention of all Centres in your Province, so that the best results may be obtained.”

In response to our appeal to the Clergy, several Bishops of the Church of England sent out special pastorals to their clergy and laity.

It was clear from the very outset that the appeal of the British Red Cross this year would meet conditions which it did not meet last year. Many people assumed, although they had no special ground for the assumption, that the appeal of last year would be the only one made on behalf of the British Red Cross. Further, due to a combination of many conditions, the sentiment of the people in the Fall of 1916 was not as keenly alive to the war situation as in the Fall of 1915. It was evident, therefore, that special efforts would have to be put forth this year which were not required last year if the appeal were to meet with as generous a response. These conditions were laid before the Government and, without hesitation, an advertising campaign calculated to bring the appeal forcibly to the attention of the citizens of the Province was authorized. Accordingly, steps were at once taken to prepare advertising matter for the daily and weekly newspapers of the Province, and arrangements were made for the use of the billboards of the Province. The results attained have amply justified this advertising.

When the appeal reached us last year, we had no detailed statements of an official character with regard to the work being done by the British Red Cross or the cost of this work. This year we had full information with regard to both the work and the cost, and the facts at our disposal were summarized in an eight-page pamphlet which we issued, entitled "A Great Work, in Which we All may Share." One hundred and ten thousand copies of this pamphlet were distributed, and it, too, had a very real influence in enabling the people to give intelligently. In some municipalities a copy of the pamphlet was placed in every home.

Recognizing the fact that the moving picture theatres of the Province are nightly attended by many thousands, a special coloured lantern slide was prepared, advertising the campaign, and a copy of this slide was sent to every moving picture theatre in Ontario, with the request that it be shown during the week of October 16th to 21st.

To the officials of municipalities which made grants to the British Red Cross Fund, to the committees of men and women who organized campaigns, to the Clergymen of the Province who assisted the campaign so materially by their strong advocacy of it, to Red Cross Societies, to the Women's Institutes, to the Boy Scouts and Girl Guides, to the teachers in the public and high schools of the Province and their pupils, to all who in any way assisted in the splendid result achieved throughout the Province, the thanks of the Central Committee are due. In every municipality contributing there is at least one outstanding man or woman who inspired others with confidence and enthusiasm. The names of many of these we do not know, but it is a pleasure as well as an obligation to express in this report the indebtedness of the Central Committee to these men and women, boys and girls, for their co-operation in this work. As a result of their work some of the smaller municipalities of the Prov-

ince contributed so generously that, calculated on a per capita basis they did even better than generous Toronto.

The City of Toronto has taken such a prominent and leading part in all the patriotic work of the Province that it was recognized that the success of the campaign for the British Red Cross was very largely bound up with what would be done in Toronto. His Worship Mayor Church signified his desire to assist the campaign. This he did not merely by recommending a generous grant to the City Council but also by issuing a proclamation calling upon the citizens to contribute and to further the interests of the campaign in any way possible. Committees were organized as follows:—

CAMPAIGN COMMITTEE.

Mayor Church, Honorary President.
Sir Edmund Walker, Honorary Treasurer.
R. J. Copeland, President.
K. J. Dunstan, Vice-President.
W. S. Dinnick, Campaign Organizer.
John C. Hay, Assistant Organizer.
C. H. Fleming, Secretary.
J. E. Atkinson.
H. H. Williams.

WOMEN'S COMMITTEE.

Miss Church, Honorary President.
Mrs. Plumptre, President.
Mrs. Graham Thompson, Honorary Treasurer.
Miss Constance Boulton, Honorary Secretary.

Mr. Copeland went into the campaign unanimously supported by the membership of the Rotary Club, and to him and this live organization the citizens of Toronto are indebted in a very special sense for the extremely creditable part which the city took in response to the appeal. To Major Dinnick and his assistants, who organized both the canvassing and the advertising sides of the campaign, all possible credit must be given. To Sir Edmund Walker and the extremely competent staff organized under him in the accounting branch is due the absolute smoothness with which the office machinery ran. Those who have not seen the inside working of such a campaign can hardly realize the amount of organization necessary to handle nearly \$750,000 in three or four days, and have the accounts correct to a cent at the end of the campaign.

Any acknowledgment of the indebtedness of the Provincial Committee to the Toronto organization would not be complete without mention of the work of the hundreds of men and women who took part in

the canvassing, and in particular of the special work of Mr. J. J. Gibbons, to whom was assigned the task of appealing to manufacturing concerns in the United States which have branches in Toronto. From the outset Mr. Gibbons was active in perfecting the Toronto organization and his enthusiasm meant much to the campaign.

While the example of Toronto meant a great deal in the campaign of 1915, it was of prime importance in the campaign this year. The Queen City fulfilled the function set for it by His Honour the Lieutenant-Governor at the public meeting which inaugurated the campaign. Toronto "set the pace" for Ontario, Ontario "set the pace" for Canada, and, although we have not yet a report of the givings of the Empire, we may well assume that, as last year, Canada "set the pace" for the Empire.

On October 19th a mass meeting was held in Massey Hall, Toronto, at which returns from the various municipalities of the Province were announced. The reports enabled us to cable to London that the response from Ontario would be better than that of last year. His Honour the Lieutenant-Governor received from Sir Robert Hudson the following reply to this message:—

"Please accept and communicate to all concerned our most grateful thanks for the wonderful munificence of your Province. The grand contribution from Toronto must surely constitute a record, and the splendid assistance given by Ontario ensures the success of 'Our Day.'"

On November 21st the first remittance was made to London. His Honour the Lieutenant-Governor, cabled Lord Lansdowne, President of the British Red Cross, as follows:—

"Two hundred and fifty thousand pounds, first payment of Province of Ontario's nineteen sixteen contribution to the British Red Cross Trafalgar Day collection, cabled to-day to credit of Arthur Stanley, Bank of Montreal, London."

Under date of November 23rd His Honour received the following acknowledgment of this remittance:—

"DEAR SIR JOHN HENDRIE:

"I cannot allow the enclosed formal receipt to be despatched to you without asking you to receive the most grateful thanks of the Joint Societies for the munificent support which the Province of Ontario gives us in our work.

"We are under a great debt of obligation to you, and to all who are associated with you in the task of so organizing our appeal that it comes to the knowledge of everyone within your Province. The thoroughness of your organization, coupled with the patriotism and generous sympathy of your people, can alone account for the splendid results which you achieve. I am, dear Sir John Hendrie,

"Yours faithfully,

"I LANSDOWNE."

This report should not be closed without an explicit acknowledgment of the valuable services rendered throughout the campaign by Mr. B. J. Roberts, the Assistant Secretary, upon whose shoulders practically all the detail work of the central organization fell. Mr. Roberts not only prepared the pamphlet which was sent out from the office, but he also had much to do with the advertising which was done through the newspapers and the preparation of reading notices with which the papers were regularly supplied.

Respectfully submitted,

ALBERT H. ABBOTT,

January 29th, 1917.

Secretary.

ACKNOWLEDGMENT FROM BRITISH RED CROSS.

The following letter was received by His Honour, the Lieutenant-Governor, expressing the appreciation of the British Red Cross for Ontario's splendid contribution:—

83 PALL MALL, LONDON, S.W.,
1st February, 1917.

DEAR SIR JOHN HENDRIE:

We received to-day from the Bank of Montreal a cheque for £47,225 12s. 6d., being a further contribution in respect of "Our Day," 1916, paid to us by your instructions.

This brings the contribution of Ontario up to the present moment in respect of "Our Day" to the immense figure of £347,225 12s. 6d.

Ontario, in 1915, easily outdistanced every other part of the British Empire, and this year your Province has even beaten its own record.

I am desired by His Royal Highness, the Duke of Connaught, as Prior to the Order of St. John, and by Lord Lansdowne, as Chairman of the Council of the British Red Cross Society, to ask that, in any way this is possible, you will cause our thanks to be made known to all who have contributed to bring about this magnificent result. We are well aware that it must have required, and received, wonderful organizing.

We are conscious how much we owe to the action which you have been good enough to take in commending our appeal to the people of your Province, and we beg in particular that you will allow us to express our most grateful thanks to you.

I have the honour to be,

Your faithful and obedient servant,

"ROBT. HUDSON,"

Chairman of the Finance Committee.

His Honour, the Lieutenant-Governor,

Lieutenant-Colonel Sir John S. Hendrie, K.C.M.G., C.V.O.,

Toronto, Ontario.

SUPPLEMENTARY TO BRITISH RED CROSS REPORT, 1915.

In his acknowledgment to His Honour the Lieutenant-Governor of the final remittance from the 1915 campaign, Sir Robert Hudson, the Chairman of the Finance Committee of the British Red Cross, wrote as follows:—

"We beg at once to express our deep gratitude for this further help which we received through you. If the whole Empire gave us the financial support which we receive from the Province of Ontario, our financial anxieties would be at an end."

The following amounts were received after the books closed last year (January 23rd, 1916) and the opening of the books for 1916 (October 3rd). Consequently they do not appear in the detailed statement of the contributions of either 1915 or 1916.

ALGOMA:

Townships—

Coffin.....	\$24 25	
Plummer Additional	27 30	
		<hr/>
		\$51 55

BRANT:

Townships—

Brantford.....	\$25 00	
Burford.....	75 00	
Dumfries South	5 00	

City—

Brantford.....	188 86	
		<hr/>
		\$293 86

BRUCE:

Townships—

Eastnor.....	\$40 05	
Huron.....	34 90	
Lindsay.....	60 00	
		<hr/>
		\$134 95

DUFFERIN	\$2,396 30	
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Township—

Mono.....	2 00	
		<hr/>
		\$2,398 30

DURHAM.....	\$408 00	
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Townships—

Cartwright.....	2 25	
Clarke.....	24 28	
Manvers.....	5 00	
		<hr/>
		\$439 53

ELGIN:

Townships—

Malahide.....	\$152 54	
Southwold.....	400 00	
		<hr/>
		\$552 54

ESSEX

Township—

Tilbury W.	\$7 00	
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Town—

Sandwich.....	1,190 00	
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City—

Windsor.....	10,700 00	
		<hr/>
		\$11,897 00

GREY:

Townships—

Egremont.....	\$50 00	
Holland.....	19 25	
Keppel.....	14 75	
		<hr/>
		\$84 00

HASTINGS:

Townships—

Limerick.....\$5 00

Madoc.....3 00

Village—

Bancroft.....15 00

City—

Belleville.....2 00

\$25 00

KENT:

Townships—

Camden.....\$3 00

Harwich.....25 00

\$28 00

LEEDS:

Townships—

Bastard and Burgess.....\$1,000 00

Crosby South1,362 65

\$2,362 65

MIDDLESEX:

City—

London.....\$89 46

\$89 46

NIPISSING:

Town—

North Bay\$17 72

\$17 72

NORTHUMBERLAND.....\$408 00

Township—

Seymour.....18 00

Village—

Colborne.....1,712 25

\$2,138 25

OXFORD:

City—

Woodstock.....\$33 09

\$33 09

PETERBOROUGH.....\$41 75

Townships—

Asphodel5 00

Smith.....52 50

\$99 25

RENFREW:

Townships—

Alice and Fraser\$11 00

Petawawa and McKay2 65

\$13 65

SIMCOE.....\$163 00

Township—

Oro.....2 25

\$165 25

STORMONT:

Town—

Cornwall.....\$15 00

\$15 00

SUDBURY:

Township—

Levack.....\$41 17

\$41 17

WATERLOO:

Village—

New Hamburg\$6 00

\$6 00

WELLINGTON:

Townships—

Arthur.....\$48 55

Maryborough.....10 00

\$58 55

WENTWORTH:

City—

Hamilton.....	\$275 00	
	<u> </u>	\$275 00

YORK:

Townships—

Gwillimbury North	\$908 61	
York.....	5 00	

Village—

Woodbridge.....	6 00	
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City—

Toronto.....	587 54	
	<u> </u>	\$1,507 15

Miscellaneous.....	\$124 25	
	<u> </u>	\$124 25

<u> </u>	\$22,851 17
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MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions + Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
ALGOMA							
Townships							
Bright				18 85	18 85	18 85	
Coffin			78 60		78 60	78 60	
Day & Bright add'l				27 00	27 00	27 00	
Gladstone				26 65	26 65	26 65	
Hallam			20 00	14 00	34 00	34 00	
Hilton	50 00					50 00	
Kirkwood		1 25			1 25	1 25	
Korah			25 25		25 25	25 25	
Laird	25 00					25 00	
Lefroy		1 25		43 17	44 42	44 42	
Macdonald & Meredith ...	50 00	6 30	3 00	25 00	34 30	84 30	
Paton				13 00	13 00	13 00	
Plummer add'l	150 00					150 00	
Prince	68 00			32 00	32 00	100 00	
St. Joseph	361 85	14 00			14 00	375 85	
Shedden		2 60		130 65	133 25	133 25	
Tarbutt & Tarbutt add'l ..				100 00	100 00	100 00	
Tarentorus & Rankin	50 00	85		10 00	10 85	60 85	
Thessalon	15 00			2 00	2 00	17 00	
Thompson	100 00	8 20			8 20	108 20	
Victoria		11 60			11 60	11 60	
Village							
White River ..			180 00		180 00	180 00	
Towns							
Blind River ..			510 15	58 50	568 65	568 65	
Bruce Mines ..				720 00	720 00	720 00	
Steelton	250 00	25 00			25 00	275 00	
Thessalon	100 00			26 60	26 60	126 60	
City							
Sault Ste. Marie.	3,000 00			3,015 00	3,015 00	6,015 00	
	4,219 85	71 05	817 00	4,262 42	5,150 47	9,370 32	9,370 32
BRANT	7,000 00					7,000 00	
Townships							
Brantford	500 00	28 20	62 25	48 50	138 95	638 95	
Burford		13 01	30 00	20 00	63 01	63 01	
Dumfries S.				619 00	619 00	619 00	
Oakland		9 10	126 70		135 80	135 80	
Onondaga	300 00	4 00		5 00	9 00	309 00	
Town							
Paris	3,000 00	35 46	60 00	285 30	380 76	3,380 76	
City							
Brantford	7,835 00	373 43	5,559 53	6,903 21	12,836 17	20,671 17	
	18,635 00	463 20	5,838 48	7,881 01	14,182 69	32,817 69	32,817 69
BRUCE		126 35			126 35	126 35	
Townships							
Albermarle ...	200 00			130 00	130 00	330 00	
Amabel			191 05	186 05	377 10	377 10	
Arran		1 25		1,000 00	1,001 25	1,001 25	
Brant	1,500 00	109 25		23 85	133 10	1,633 10	
Bruce	1,000 00	10 00		20 00	30 00	1,030 00	
Carrick				800 00	800 00	800 00	
Culross	500 00					500 00	
Eastnor	350 00					350 00	

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
Elderslie	1,500 00	.....	.....	.....	.....	1,500 00	
Greenock	1,000 00	2 00	.....	.....	2 00	1,002 00	
Huron	1,700 00	48 90	15 00	340 70	404 60	2,104 60	
Kincardine ...	500 00	2 00	.....	153 40	155 40	655 40	
Kinloss	750 00	5 00	.....	.....	5 00	755 00	
Lindsay	200 00	1 00	.....	59 55	60 55	260 55	
St. Edmunds..	.....	.....	.....	67 50	67 50	67 50	
Saugeen .....	.....	.....	.....	1,002 00	1,002 00	1,002 00	
<i>Villages</i>							
Hepworth	50 00	.....	.....	200 56	200 56	250 56	
Lucknow .....	.....	11 00	125 00	1,864 00	2,000 00	2,000 00	
Paisley .....	.....	.....	.....	773 12	773 12	773 12	
Port Elgin ...	1,000 00	.....	200 00	448 75	648 75	1,648 75	
Tara .....	.....	3 25	.....	500 00	503 25	503 25	
Teeswater ....	.....	.....	50 00	531 85	581 85	581 85	
Tiverton	50 00	.....	.....	268 60	268 60	318 60	
<i>Towns</i>							
Chesley .....	.....	78 50	.....	1,227 40	1,305 90	1,305 90	
Kincardine ...	.....	130 22	.....	3,152 80	3,283 02	3,283 02	
Southampton .	100 00	.....	.....	850 00	850 00	950 00	
Walkerton	67 90	.....	.....	1,439 10	1,439 10	1,507 00	
Wiarton .....	.....	.....	.....	500 00	500 00	500 00	
	10,467 90	528 72	581 05	15,539 23	16,649 00	27,116 90	27,116 90
CARLETON	.....	.....	.....	.....	.....	.....
<i>Townships</i>							
Fitzroy	400 00	65 16	.....	.....	65 16	465 16	
Gloucester ....	.....	22 08	.....	.....	22 08	22 08	
Goulburn	500 00	16 83	.....	5 00	21 83	521 83	
Gower North..	.....	30	.....	1,143 46	1,143 76	1,143 76	
Huntley	1,000 00	.....	.....	.....	.....	1,000 00	
March	200 00	7 00	.....	.....	7 00	207 00	
Marlborough ..	.....	28 45	.....	606 30	634 75	634 75	
Nepean	2,000 00	10 64	.....	587 82	598 46	2,598 46	
Osgoode	440 00	5 00	.....	27 65	32 65	472 65	
Torbolton	233 75	.....	.....	266 25	266 25	500 00	
<i>Village</i>							
Richmond	100 00	.....	.....	3 50	3 50	103 50	
<i>Town</i>							
Eastview .....	.....	50	.....	.....	50	50	
<i>City</i>							
Ottawa	10,199 75	1,059 72	155 00	25,519 08	26,733 80	36,933 55	
	15,073 50	1,215 68	155 00	28,159 06	29,529 74	44,603 24	44,603 24
DUFFERIN	.....	.....	.....	.....	.....	.....
<i>Townships</i>							
Amaranth ....	.....	22 00	.....	.....	22 00	22 00	
Garafraxa E..	250 00	8 25	.....	.....	8 25	258 25	
Melancthon ...	.....	5 00	.....	50 00	55 00	55 00	
Mono .....	.....	.....	.....	454 60	454 60	454 60	
Mulmur .....	.....	18 60	.....	927 50	946 10	946 10	
<i>Villages</i>							
Grand Valley..	.....	.....	25 00	.....	25 00	25 00	
Shelburne ....	.....	.....	.....	150 59	150 59	150 59	
<i>Town</i>							
Orangeville ...	.....	.....	.....	787 15	787 15	787 15	
	250 00	53 85	25 00	2,369 84	2,448 69	2,698 69	2,698 69

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
DUNDAS	.....	.....	.....	.....	.....	.....
<i>Townships</i>							
Matilda	100 00	3 25	.....	.....	3 25	103 25	
Mountain	100 00	1 80	.....	.....	1 80	101 80	
Williamsburg ..	125 00	7 50	.....	.....	7 50	132 50	
Winchester ...	.....	3 00	26 85	.....	29 85	29 85	
<i>Villages</i>							
Chesterville ..	100 00	60 00	.....	.....	60 00	160 00	
Iroquois .....	.....	40 00	.....	.....	40 00	40 00	
Morrisburg ...	500 00	7 17	100 00	.....	107 17	607 17	
Winchester ...	.....	.....	.....	500 00	500 00	500 00	
	925 00	122 72	126 85	500 00	749 57	1,674 57	1,674 57
DURHAM	.....	235 00	.....	.....	235 00	235 00	
<i>Townships</i>							
Cartwright ...	200 00	36 10	.....	.....	36 10	236 10	
Cavan	500 00	.....	.....	.....	.....	500 00	
Clarke .....	.....	.....	.....	518 51	518 51	518 51	
Darlington ...	100 00	13 50	.....	75 00	88 50	188 50	
Hope	200 00	29 55	20 00	33 50	83 05	283 05	
Manvers .....	.....	.....	.....	11 00	11 00	11 00	
<i>Villages</i>							
Millbrook	250 00	.....	.....	7 00	7 00	257 00	
Newcastle ...	.....	.....	.....	506 05	506 05	506 05	
<i>Towns</i>							
Bowmanville ..	1,000 00	57 30	50 00	59 90	167 20	1,167 20	
Port Hope ...	900 00	.....	400 00	2,315 88	2,715 88	3,615 88	
	3,150 00	371 45	470 00	3,526 84	4,368 29	7,518 29	7,518 29
ELGIN	.....	.....	.....	500 00	500 00	500 00	
<i>Townships</i>							
Aldborough ...	.....	.....	.....	1,508 68	1,508 68	1,508 68	
Bayham	500 00	.....	.....	100 40	100 40	600 40	
Dorchester S..	.....	19 35	.....	336 74	356 09	356 09	
Dunwich .....	.....	4 25	12 00	1,396 00	1,412 25	1,412 25	
Malahide	1,000 00	18 00	.....	5 41	23 41	1,023 41	
*Southwold ...	300 00	14 60	.....	10 15	24 75	324 75	
Yarmouth	1,000 00	4 75	.....	.....	4 75	1,004 75	
<i>Villages</i>							
Dutton	888 00	.....	.....	267 00	267 00	1,155 00	
Port Stanley ..	25 00	2 00	.....	109 35	111 35	136 35	
Rodney .....	.....	13 31	12 45	479 25	505 01	505 01	
Springfield	100 00	23 54	25 00	355 24	403 78	503 78	
West Lorne ...	.....	.....	50 00	398 95	448 95	448 95	
<i>Town</i>							
Aylmer .....	.....	158 75	31 00	2,260 25	2,450 00	2,450 00	
<i>City</i>							
St. Thomas ...	10,000 00	320 94	353 00	6,640 04	7,313 98	17,313 98	
	13,813 00	579 49	483 45	14,367 46	15,430 40	29,243 40	29,243 40
ESSEX	.....	.....	.....	.....	.....	.....
<i>Townships</i>							
Anderson	200 00	.....	.....	.....	.....	200 00	
Colchester N..	200 00	3 00	.....	.....	3 00	203 00	
Colchester S...	125 00	5 00	.....	875 00	880 00	1,005 00	
Gosfield N. ...	400 00	4 00	.....	.....	4 00	404 00	
Gosfield S. ....	.....	7 75	.....	.....	7 75	7 75	

*The Township of Southwold has made a grant to the British Red Cross Society of \$100 a month until the end of the war.

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
Maidstone		4 55		16 00	20 55	20 55	
Mersea		23 45		1,189 91	1,213 36	1,213 36	
Pelee	100 00			108 00	108 00	208 00	
Rochester	100 00	1 00			1 00	101 00	
Sandwich E. ...	100 00					100 00	
Tilbury W.		2 00	475 00		477 00	477 00	
<i>Village</i>							
Belle River ...				300 00	300 00	300 00	
<i>Towns</i>							
Essex	100 00	15 00			15 00	115 00	
Leamington ...		38 00	210 00	1,248 07	1,496 07	1,496 07	
Sandwich	300 00			2 00	2 00	302 00	
Walkerville ...	200 00	44 15	50 00	1,804 35	1,898 50	2,098 50	
Windsor		68 84	1,684 80	2,423 56	4,177 20	4,177 20	
	1,825 00	216 74	2,419 80	7,966 89	10,603 43	12,428 43	12,428 43
FRONTENAC							
<i>Townships</i>							
Barrie	30 00					30 00	
Bedford	100 00	25		210 00	210 25	310 25	
Clarendon & Miller				100 00	100 00	100 00	
Hinchinbrooke.	150 00	1 00		7 50	8 50	158 50	
Kingston	50 00	3 50			3 50	53 50	
Loughborough.	405 00	3 05			3 05	408 05	
Olden	100 00		7 00		7 00	107 00	
Oso				16 00	16 00	16 00	
Palmerston ...	100 00					100 00	
Pittsburg		1 45			1 45	1 45	
Portland	100 00	66 00	10 00		76 00	176 00	
Storrington ...	500 00	12 80			12 80	512 80	
Wolfe Island ..	150 00	5 60			5 60	155 60	
<i>Villages</i>							
Garden Island.	20 00					20 00	
Portsmouth ...	50 00	8 72	145 36		154 08	204 08	
<i>City</i>							
Kingston	5,075 28	296 39	10 00	2,143 33	2,449 72	7,525 00	
	6,830 28	398 76	172 36	2,476 83	3,047 95	9,878 23	9,878 23
GLENGARRY							
<i>Townships</i>							
Charlottenburg.		74 75			74 75	74 75	
Kenyon		56 70			56 70	56 70	
Lancaster	1,000 00	12 46			12 46	1,012 46	
Lochiel		62 40			62 40	62 40	
<i>Village</i>							
Maxville			6 00	8 75	14 75	14 75	
<i>Town</i>							
Alexandria ...	500 00	45 18		12 00	57 18	557 18	
	1,500 00	251 49	6 00	20 75	278 24	1,778 24	1,778 24
GRENVILLE							
<i>Townships</i>							
Augusta	1,000 00	74 65			74 65	1,074 65	
Edwardsburg ..	1,000 00	27 02		174 00	201 02	1,201 02	
Gower South ...	100 00					100 00	
Oxford-on-							
Rideau		51 68	25 00	184 65	261 33	261 33	
Wolford	500 00					500 00	

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
<i>Villages</i>							
Cardinal				411 38	411 38	411 38	
Kemptville				1,059 45	1,059 45	1,059 45	
	2,600 00	153 35	25 00	1,829 48	2,007 83	4,607 83	4,607 83
GREY							
<i>Townships</i>							
Artemesia		4 30		609 55	613 85	613 85	
Bentinck	500 00	7 45		31 10	38 55	538 55	
Collingwood		5 50		885 73	891 23	891 23	
Derby	500 00	1 00	25 00		26 00	526 00	
Egremont	100 00	7 75		311 05	318 80	418 80	
Euphrasia	300 00	2 00			2 00	302 00	
Glenelg	200 00	2 71			2 71	202 71	
Holland	300 00	18 00		14 50	32 50	332 50	
Keppel	450 00	26 10	5 00		31 10	481 10	
Normanby		8 50		163 25	171 75	171 75	
Osprey		9 00		6 00	15 00	15 00	
Proton		15 44	25 00	49 45	89 89	89 89	
St. Vincent		4 50			4 50	4 50	
Sarawak	150 00					150 00	
Sullivan	500 00	206 15		20 10	226 25	726 25	
Sydenham	600 00	10 00	1 00	18 00	29 00	629 00	
<i>Villages</i>							
Chatsworth ...	200 00	6 00		5 00	11 00	211 00	
Dundalk				300 00	300 00	300 00	
Markdale		8 50			8 50	8 50	
Neustadt				159 70	159 70	159 70	
Shallow Lake..	200 00					200 00	
<i>Towns</i>							
Durham	500 00	3 50			3 50	503 50	
Hanover				2,650 00	2,650 00	2,650 00	
Meaford	500 00	5 70	7 50		13 20	513 20	
Owen Sound ..	5,000 00			1,580 25	1,580 25	6,580 25	
	10,000 00	352 10	63 50	6,803 68	7,219 28	17,219 28	17,219 28
HALDIMAND				34 00	34 00	34 00	
<i>Townships</i>							
Cayuga N.		1 00			1 00	1 00	
Cayuga S.		4 00			4 00	4 00	
Dunn		2 25		56 55	58 80	58 80	
Moulton			10 00		10 00	10 00	
Oneida	100 00					100 00	
Rainham		4 00			4 00	4 00	
Seneca		4 25			4 25	4 25	
Walpole		11 70	29 25		40 95	40 95	
<i>Villages</i>							
Caledonia	500 00			51 00	51 00	551 00	
Cayuga		37 59		1,143 65	1,181 24	1,181 24	
Hagersville ..				1,074 38	1,074 38	1,074 38	
Jarvis		4 35			4 35	4 35	
<i>Town</i>							
Dunnville	1,500 00		5 00		5 00	1,505 00	
	2,100 00	69 14	44 25	2,359 58	2,472 97	4,572 97	4,572 97
HALIBURTON							
<i>Townships</i>							
Cardiff		63			63	63	
Dysart, etc. ...	100 00		200 00		200 00	300 00	
Glamorgan	49 80			100 10	100 10	149 90	

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
Minden	25 00	11 05	25 00	.....	36 05	61 05	
Monmouth	50 00	3 37	.....	10 75	14 12	64 12	
Snowdon .....	.....	6 00	.....	.....	6 00	6 00	
Stanhope .....	.....	2 75	.....	.....	2 75	2 75	
	224 80	23 80	225 00	110 85	359 65	584 45	584 45
HALTON	.....	.....	.....	.....	.....	.....
Townships							
Esquesing	500 00	27 90	15 00	413 31	456 21	956 21	
Nassagaweya ..	.....	9 00	455 95	40 00	504 95	504 95	
Nelson .....	.....	11 00	.....	5 00	16 00	16 00	
Trafalgar .....	.....	6 10	.....	153 00	159 10	159 10	
Villages							
Acton .....	.....	.....	.....	2,152 75	2,152 75	2,152 75	
Georgetown ...	.....	.....	100 00	1,351 22	1,451 22	1,451 22	
Towns							
Burlington ...	.....	142 50	.....	1,941 25	2,083 75	2,083 75	
Milton .....	.....	.....	25 00	1,405 00	1,430 00	1,430 00	
Oakville	500 00	28 45	201 25	2,540 69	2,770 39	3,270 39	
	1,000 00	224 95	797 20	10,002 22	11,024 37	12,024 37	12,024 37
HASTINGS	.....	67 50	.....	.....	67 50	67 50	
Townships							
Bangor, Wick-							
low & McClure .....	.....	18 08	.....	2 35	20 43	20 43	
Carlow .....	.....	36 19	.....	.....	36 19	36 19	
Dungannon ...	25 00	30 64	.....	.....	30 64	55 64	
Elzivir &							
Grimsthorpe ..	50 00	.....	230 00	.....	230 00	280 00	
Faraday	25 00	23 39	.....	.....	23 39	48 39	
Hungerford ...	.....	12 00	.....	1,236 22	1,248 22	1,248 22	
Huntingdon ...	400 00	17 20	.....	.....	17 20	417 20	
Limerick .....	.....	6 19	.....	.....	6 19	6 19	
Madoc	250 00	4 18	125 00	46 85	176 03	426 03	
Marmora &							
Lake	600 00	8 96	.....	.....	8 96	608 96	
Mayo .....	.....	23 29	.....	.....	23 29	23 29	
Monteagle &							
Herschel ....	.....	92 40	.....	7 60	100 00	100 00	
Rawdon	1,000 00	.....	50 00	.....	50 00	1,050 00	
Sidney	300 00	.....	.....	6 10	6 10	306 10	
Thurlow .....	.....	23 60	10 00	5 00	38 60	38 60	
Tudor & Cashel.	200 00	24 79	.....	.....	24 79	224 79	
Tyendinaga ...	125 00	4 00	21 00	.....	25 00	150 00	
Wollaston	45 00	25 94	45 00	164 00	234 94	279 94	
Villages							
Bancroft .....	.....	.....	.....	365 94	365 94	365 94	
Deloro .....	.....	.....	.....	600 00	600 00	600 00	
Madoc	200 00	.....	125 00	201 15	326 15	526 15	
Marmora .....	.....	.....	.....	705 00	705 00	705 00	
Stirling .....	.....	.....	.....	2,036 20	2,036 20	2,036 20	
Tweed	750 00	.....	.....	250 00	250 00	1,000 00	
Towns							
Deseronto ....	.....	.....	.....	829 08	829 08	829 08	
Trenton	500 00	.....	80 00	901 71	981 71	1,481 71	
City							
Belleville	1,000 00	7 60	.....	7,370 86	7,378 46	8,378 46	
	5,470 00	425 95	686 00	14,728 06	15,840 01	21,310 01	21,310 01

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
HURON	21,250 70	251 02	.....	.....	251 02	21,501 72	
<i>Townships</i>							
Ashfield		9 00	.....	.....	9 00	9 00	
Goderich		6 00	.....	4 00	10 00	10 00	
Grey .....		.....	10 00	18 00	28 00	28 00	
Hay	1,200 00	87 00	.....	.....	87 00	1,287 00	
Howick		10 75	.....	.....	10 75	10 75	
Hullett		5 74	.....	.....	5 74	5 74	
McKillop .....		.....	123 50	3 30	126 80	126 80	
Stanley	1,000 00	22 48	25 00	208 20	255 68	1,255 68	
Stephen		12 25	.....	102 46	114 71	114 71	
Tuckersmith ..		.....	.....	44 00	44 00	44 00	
Usborne .....		.....	60 00	.....	60 00	60 00	
Wawanosh E..		6 00	25 00	50 00	81 00	81 00	
Wawanosh W..		2 30	25 00	.....	27 30	27 30	
<i>Villages</i>							
Bayfield	225 00	3 70	.....	176 20	179 90	404 90	
Brussels		54 47	.....	742 75	797 22	797 22	
Exeter	1,000 00	54 91	.....	1,174 35	1,229 26	2,229 26	
<i>Towns</i>							
Clinton		25 30	25 00	1,138 20	1,188 50	1,188 50	
Goderich .....		.....	.....	2,466 45	2,466 45	2,466 45	
Seaforth .....		.....	.....	2,779 38	2,779 38	2,779 38	
Wingham	1,500 00	.....	.....	3,102 06	3,102 06	4,602 06	
	26,175 70	550 92	293 50	12,009 35	12,853 77	39,029 47	39,029 47
KENORA	.....	.....	.....	.....	.....	.....
<i>Townships</i>							
Ignace .....		.....	.....	100 00	100 00	100 00	
Jaffray & Melick	25 00	.....	.....	.....	.....	25 00	
Machin	25 00	.....	.....	.....	.....	25 00	
Van Horne ...	25 00	.....	.....	.....	.....	25 00	
<i>Towns</i>							
Dryden .....		.....	.....	104 37	104 37	104 37	
Keewatin	29 45	74 25	.....	696 30	770 55	800 00	
Kenora		15 00	.....	611 30	626 30	626 30	
	104 45	89 25	.....	1,511 97	1,601 22	1,705 67	1,705 67
KENT	.....	.....	.....	.....	.....	.....
<i>Townships</i>							
Camden	500 00	12 12	5 00	352 00	369 12	869 12	
Chatham	500 00	35 60	35 00	.....	70 60	570 60	
Dover		4 00	.....	.....	4 00	4 00	
Harwich	250 00	9 40	20 00	2 00	31 40	281 40	
Howard	500 00	55 75	.....	5 00	60 75	560 75	
Orford	2,000 00	17 00	.....	.....	17 00	2,017 00	
Raleigh		7 00	5 00	.....	12 00	12 00	
Romney		10 00	.....	.....	10 00	10 00	
Tilbury E.	500 00	13 50	.....	10 00	23 50	523 50	
Zone	300 00	9 00	.....	7 40	16 40	316 40	
<i>Villages</i>							
Thamesville ..		.....	.....	686 00	686 00	686 00	
Wheatley		7 15	10 00	468 15	485 30	485 30	
<i>Towns</i>							
Blenheim	500 00	11 75	.....	103 00	114 75	614 75	
Bothwell .....		.....	25 00	.....	25 00	25 00	
Dresden		15 35	.....	928 25	943 60	943 60	
Ridgetown .....		.....	.....	827 00	827 00	827 00	

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
Tilbury	500 00	6 40	25 00	.....	31 40	531 40	
Wallaceburg ..	.....	.....	.....	3,637 49	3,637 49	3,637 49	
City							
Chatham	3,000 00	209 31	70 50	8,213 90	8,493 71	11,493 71	
	8,550 00	423 33	195 50	15,240 19	15,859 02	24,409 02	24,409 02
LAMBTON							
Townships							
Bosanquet	500 00	70 05	.....	.....	70 05	570 05	
Brooke	500 00	6 35	.....	25 00	31 35	531 35	
Dawn .....	.....	3 86	25 00	407 00	435 86	435 86	
Enniskillen ...	500 00	75 00	.....	.....	75 00	575 00	
Euphemia	50 00	.....	.....	.....	.....	50 00	
Moore	2,000 00	.....	.....	.....	.....	2,000 00	
Plympton	1,000 00	20 00	.....	24 00	44 00	1,044 00	
Sarnia .....	.....	13 07	67 00	659 50	739 57	739 57	
Sombra .....	.....	3 50	.....	.....	3 50	3 50	
Warwick	1,000 00	1 00	.....	.....	1 00	1,001 00	
Villages							
Alvinston	400 00	.....	.....	109 70	109 70	509 70	
Arkona .....	.....	.....	.....	152 75	152 75	152 75	
Courtright ...	.....	.....	.....	177 00	177 00	177 00	
Oil Springs ...	.....	.....	.....	512 75	512 75	512 75	
Point Edward .	.....	.....	.....	503 00	503 00	503 00	
Thedford .....	.....	.....	.....	200 00	200 00	200 00	
Watford	400 00	.....	.....	.....	.....	400 00	
Wyoming	150 00	58 17	25 00	12 00	95 17	245 17	
Towns							
Forest	200 00	19 20	474 95	.....	494 15	694 15	
Petrolia	1,000 00	.....	.....	1,000 00	1,000 00	2,000 00	
City							
Sarnia .....	.....	.....	.....	12,106 12	12,106 12	12,106 12	
	7,700 00	270 20	591 95	15,888 82	16,750 97	24,450 97	24,450 97
LANARK							
Townships							
Bathurst	500 00	4 10	.....	.....	4 10	504 10	
Beckwith	100 00	1 07	.....	.....	1 07	101 07	
Burgess N. ...	.....	4 12	.....	.....	4 12	4 12	
Dalhousie &							
Sherbrooke N.	100 00	2 25	.....	.....	2 25	102 25	
Darling .....	.....	3 00	.....	.....	3 00	3 00	
Drummond ...	700 00	.....	25 00	.....	25 00	725 00	
Elmsley N. ...	200 00	28 13	.....	9 11	37 24	237 24	
Lanark	200 00	.....	.....	.....	.....	200 00	
Lavant	71 75	.....	.....	53 25	53 25	125 00	
Montague	200 00	.....	.....	.....	.....	200 00	
Pakenham	400 00	5 55	50 00	.....	55 55	455 55	
Ramsay	500 00	30 60	.....	226 63	257 23	757 23	
Sherbrooke S..	250 00	7 50	.....	5 90	13 40	263 40	
Villages							
Almonte .....	.....	.....	1,533 07	.....	1,533 07	1,533 07	
Carleton Place.	1,300 00	.....	.....	.....	.....	1,300 00	
Lanark	250 00	.....	.....	56 50	56 50	306 50	
Perth	1,000 00	20 25	.....	91 00	111 25	1,111 25	
Smith's Falls..	.....	24 45	15 00	1,132 25	1,171 70	1,171 70	
	5,771 75	131 02	1,623 07	1,574 64	3,328 73	9,100 48	9,100 48

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
LEEDS							
Townships							
Bastard & Burgess S.		2 25	59 45		61 70	61 70	
Crosby N.				85 15	85 15	85 15	
Crosby S.	600 00	17 33			17 33	617 33	
Elizabethtown.	500 00	3 00			3 00	503 00	
Elmsley S.				120 00	120 00	120 00	
Kitley	500 00					500 00	
Front Leeds & Lansdowne ..	400 00	6 55			6 55	406 55	
Rear Leeds & Lansdowne ..		201 23		474 66	675 89	675 89	
Yonge Front ..			5 00	324 02	329 02	329 02	
Yonge & Escott. Rear ..		5 00		171 70	176 70	176 70	
Village Athens ..	100 00	32 15		235 92	268 07	368 07	
Towns							
Gananoque				1,029 74	1,029 74	1,029 74	
Brockville	1,000 00		3,647 71		3,647 71	4,647 71	
	3,100 00	267 51	3,712 16	2,441 19	6,420 86	9,520 86	9,520 86
LENNOX & AD-DINGTON							
Townships							
Adolphustown.	150 00					150 00	
Amherst Island ..	275 00	3 60	4 25		7 85	282 85	
Camden E.			170 00		170 00	170 00	
Ernesttown		6 00	50 00		56 00	56 00	
Fredericksburg N.	125 00					125 00	
Fredericksburg S.	200 00					200 00	
Kaladar, Angelsea & Effingham ..	50 00		6 10		6 10	56 10	
Richmond ..		1 00			1 00	1 00	
Sheffield ..	150 00	2 30			2 30	152 30	
Villages							
Bath ..		9 25		142 75	152 00	152 00	
Newburg ..	50 00	15 00			15 00	65 00	
Town Napanee ..				2,011 03	2,011 03	2,011 03	
	1,000 00	37 15	230 35	2,153 78	2,421 28	3,421 28	3,421 28
LINCOLN							
Townships							
Caistor ..	300 00	14 47			14 47	314 47	
Clinton ..		43 47		1,054 74	1,098 21	1,098 21	
Gainsborough ..		8 50		193 50	202 00	202 00	
Grantham ..	300 00					300 00	
Grimsby N.	250 00	13 00		379 75	392 75	642 75	
Grimsby S.	500 00					500 00	
Louth ..	500 00					500 00	
Niagara ..	250 00	29 90			29 90	279 90	
Villages							
Beamsville ..		26 33		652 85	679 18	679 18	
Grimsby ..	416 74	35 51		747 75	783 26	1,200 00	
Merritton	142 35	22 60		835 05	857 65	1,000 00	
Port Dalhousie ..				718 52	718 52	718 52	

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c	\$ c.	\$ c.	\$ c.	\$ c.	
<i>Town</i>							
Niagara	2,000 00	.....	100 00	50 00	150 00	2,150 00	
<i>City</i>							
St. Catharines. ....	.....	.....	.....	13,298 56	13,298 56	13,298 56	
	4,659 09	193 78	100 00	17,930 72	18,224 50	22,883 59	22,883 59
MANITOULIN							
<i>Townships</i>							
Assiginack		4 40	.....	.....	4 40	4 40	
Billings	50 00	.....	.....	15 00	15 00	65 00	
Carnarvon	200 00	.....	.....	.....	.....	200 00	
Sandfield .....	.....	.....	.....	17 65	17 65	17 65	
Tehkummah ..	75 00	.....	55 00	.....	55 00	130 00	
<i>Towns</i>							
Gore Bay	100 00	.....	50 00	10 00	60 00	160 00	
Little Current.	15 00	.....	.....	.....	.....	15 00	
	440 00	4 40	105 00	42 65	152 05	592 05	592 05
MIDDLESEX							
<i>Townships</i>							
Adelaide	500 00	.....	.....	.....	.....	500 00	
Biddulph .....	.....	1 15	.....	25 00	26 15	26 15	
Caradoc	800 00	6 75	25 00	277 75	309 50	1,109 50	
Delaware	500 00	.....	.....	.....	.....	500 00	
Dorchester N..	600 00	19 76	.....	926 70	946 46	1,546 46	
Ekfrid	534 00	86	42 10	.....	42 96	576 96	
Lobo	500 00	3 90	.....	20 50	24 40	524 40	
London	5,627 86	6 00	25 00	170 00	201 00	5,828 86	
McGillivray ..	500 00	48 10	3 00	13 75	64 85	564 85	
Metcalfe	500 00	7 40	.....	.....	7 40	507 40	
Mosa	300 00	3 00	.....	46 25	49 25	349 25	
Nissouri W. ..	1,000 00	40 10	.....	38 00	78 10	1,078 10	
Westminster ..	1,000 00	11 55	63 00	.....	74 55	1,074 55	
Williams E. ..	.....	16 55	.....	366 25	382 80	382 80	
Williams W. ..	.....	1 50	.....	11 00	12 50	12 50	
<i>Villages</i>							
Ailsa Craig ...	.....	.....	.....	774 50	774 50	774 50	
Glencoe	200 00	13 75	.....	433 30	447 05	647 05	
Lucan .....	.....	.....	.....	30 00	30 00	30 00	
Newbury .....	.....	4 50	26 00	96 75	127 25	127 25	
Wardsville ....	.....	.....	.....	228 00	228 00	228 00	
<i>Towns</i>							
Parkhill	800 00	3 00	.....	298 74	301 74	1,101 74	
Strathroy	1,000 00	45 68	1,565 05	.....	1,610 73	2,610 73	
<i>City</i>							
London	5,000 00	1,128 02	387 00	39,179 70	40,694 72	45,694 72	
	19,361 86	1,361 57	2,136 15	42,936 19	46,433 91	65,795 77	65,795 77
MUSKOKA							
<i>Townships</i>							
Brunel .....	.....	2 00	.....	.....	2 00	2 00	
Cardwell .....	.....	101 00	.....	.....	101 00	101 00	
Chaffey	75 00	.....	.....	95 92	95 92	170 92	
Draper	75 00	12 85	5 00	32 00	49 85	124 85	
Freeman .....	.....	.....	.....	102 00	102 00	102 00	
McLean & Ridout .....	.....	30 85	11 75	.....	42 60	42 60	
Macaulay	50 00	4 10	.....	5 00	9 10	59 10	
Medora & Wood	200 00	9 70	.....	892 18	901 88	1,101 88	
Monck .....	.....	.....	17 05	307 30	324 35	324 35	

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
Morrison				169 00	169 00	169 00	
Muskoka	150 00	1 00			1 00	151 00	
Oakley	10 00	3 57		5 00	8 57	18 57	
Ryde		1 00			1 00	1 00	
Stephenson ...	125 00	18 79	7 50	327 28	353 57	478 57	
Stisted	25 00	3 10			3 10	28 10	
Watt		37 65	5 00	210 91	253 56	253 56	
Village							
Port Carling ..		5 00	30 00	321 85	356 85	356 85	
Towns							
Bala				281 15	281 15	281 15	
Bracebridge ..				1,189 09	1,189 09	1,189 09	
Gravenhurst ..		6 99			6 99	6 99	
Huntsville				5 00	5 00	5 00	
	710 00	237 60	76 30	3,943 68	4,257 58	4,967 58	4,967 58
NIPISSING							
Townships							
Bonfield		1 75			1 75	1 75	
Caldwell	50 00					50 00	
Calvin		5 15		68 95	74 10	74 10	
Chisholm				100 15	100 15	100 15	
Dunnett		2 00			2 00	2 00	
Ferris	40 00					40 00	
Lyell &							
Murchison		1 75			1 75	1 75	
Widdifield	50 00					50 00	
Towns							
Cache Bay	200 00	19 28	10 00	285 55	314 83	514 83	
Iroquois Falls.				212 16	212 16	212 16	
Mattawa	100 00	3 00	182 45	147 95	333 40	433 40	
North Bay				6,627 04	6,627 04	6,627 04	
Swastika		8 00			8 00	8 00	
	440 00	40 93	192 45	7,441 80	7,675 18	8,115 18	8,115 18
NORFOLK	7,115 00					7,115 00	
Townships							
Charlotteville .	200 00	7 00	92 35		99 35	299 35	
Houghton	200 00	25 55			25 55	225 55	
Middleton	500 00			2 00	2 00	502 00	
Townsend	1,000 00	7 25			7 25	1,007 25	
Walsingham N.	500 00	5 00			5 00	505 00	
Walsingham S.	350 00		85 00		85 00	435 00	
Windham		3 41			3 41	3 41	
Woodhouse ...	200 00	3 50			3 50	203 50	
Villages							
Delhi	600 00	30 11		135 50	165 61	765 61	
Port Dover				412 50	412 50	412 50	
Port Rowan ..	250 00		53 85		53 85	303 85	
Waterford				1,099 00	1,099 00	1,099 00	
Town							
Simcoe				4,946 33	4,946 33	4,946 33	
	10,915 00	81 82	231 20	6,595 33	6,908 35	17,823 35	17,823 35
NORTHUMBERLAND		515 00			515 00	515 00	
Townships							
Brighton			10 00	735 85	745 85	745 85	
Cramahe	300 00	2 15	25 00		27 15	327 15	
Haldimand ...	1,000 00	44 60	10 00	10 66	65 26	1,065 26	
Hamilton	1,000 00	21 24	50 00	13 50	84 74	1,084 74	

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
Monaghan S. . .	200 00	12 65	.....	30 65	43 30	243 30	
Murray	500 00	11 25	.....	.....	11 25	511 25	
Percy	500 00	24 25	36 32	500 00	560 57	1,060 57	
Seymour	1,000 00	.....	.....	.....	.....	1,000 00	
<i>Villages</i>							
Brighton . . . . .	.....	.....	.....	1,500 00	1,500 00	1,500 00	
Colborne . . . . .	.....	65 00	.....	625 00	690 00	690 00	
Hastings	200 00	4 50	.....	.....	4 50	204 50	
<i>Towns</i>							
Campbellford . .	25 00	117 25	115 00	2,748 79	2,981 04	3,006 04	
Cobourg . . . . .	.....	.....	.....	7,451 30	7,451 30	7,451 30	
	4,725 00	817 89	246 32	13,615 75	14,679 96	19,404 96	19,404 96
ONTARIO	.....	14 85	.....	.....	14 85	14 85	
<i>Townships</i>							
Brock	2,000 00	38 76	.....	.....	38 76	2,038 76	
Mara . . . . .	.....	6 10	13 00	.....	19 10	19 10	
Pickering	1,000 00	26 15	12 00	10 00	48 15	1,048 15	
Rama	100 00	55 32	183 24	.....	238 56	338 56	
Reach	500 00	8 00	.....	.....	8 00	508 00	
Scott	1,500 00	4 00	.....	1,199 21	1,203 21	2,703 21	
Scugog	40 00	2 00	.....	.....	2 00	42 00	
Thorah . . . . .	.....	16 82	1 50	683 25	701 57	701 57	
Uxbridge	300 00	.....	.....	.....	.....	300 00	
Whitby . . . . .	.....	5 00	.....	2,677 60	2,682 60	2,682 60	
Whitby E.	100 00	2 00	.....	.....	2 00	102 00	
<i>Villages</i>							
Beaverton . . . .	.....	.....	.....	1,325 26	1,325 26	1,325 26	
Cannington . . .	.....	21 40	.....	1,439 55	1,460 95	1,460 95	
Port Perry . . . .	.....	.....	.....	532 00	532 00	532 00	
<i>Towns</i>							
Oshawa . . . . .	.....	.....	.....	8,000 00	8,000 00	8,000 00	
Uxbridge	500 00	.....	.....	105 00	105 00	605 00	
Whitby . . . . .	.....	70 50	.....	2,285 95	2,356 45	2,356 45	
	6,040 00	270 90	209 74	18,257 82	18,738 46	24,778 46	24,778 46
OXFORD	10,000 00	.....	.....	.....	.....	10,000 00	
<i>Townships</i>							
Blandford . . . .	.....	17 60	2 00	.....	19 60	19 60	
Blenheim . . . . .	.....	12 40	370 00	.....	382 40	382 40	
Dereham . . . . .	.....	1 25	.....	.....	1 25	1 25	
Nissouri E. . . . .	.....	.....	200 00	.....	200 00	200 00	
Norwich N. . . . .	.....	.....	17 50	70 00	87 50	87 50	
Norwich S. . . . .	.....	6 00	.....	.....	6 00	6 00	
Oxford E. . . . .	.....	3 15	.....	84 60	87 75	87 75	
Oxford W. . . . .	.....	12 00	.....	.....	12 00	12 00	
Zorra E. . . . .	.....	.....	120 10	17 30	137 40	137 40	
Zorra W. . . . .	.....	5 00	.....	.....	5 00	5 00	
<i>Villages</i>							
Embro	400 00	7 00	30 00	322 00	359 00	759 00	
Norwich . . . . .	.....	18 56	.....	21 00	39 56	39 56	
Tavistock . . . .	.....	12 00	.....	175 25	187 25	187 25	
<i>Towns</i>							
Ingersoll	2,243 00	132 53	.....	5,850 67	5,983 20	8,226 20	
Tillsonburg . . .	500 00	.....	.....	1,606 80	1,606 80	2,106 80	
<i>City</i>							
Woodstock	6,719 00	339 50	75 00	11,710 12	12,124 62	18,843 62	
	19,862 00	566 99	814 60	19,857 74	21,239 33	41,101 33	41,101 33

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
PARRY SOUND							
<i>Townships</i>							
Armour		127 85			127 85	127 85	
Chapman	100 00		286 55		286 55	386 55	
Christie	75 54					75 54	
Hagarman		8 00		223 80	231 80	231 80	
Himsworth N.				300 72	300 72	300 72	
Humphrey				500 00	500 00	500 00	
Joly	20 00					20 00	
Laurier		1 00			1 00	1 00	
Lount			16 00		16 00	16 00	
McConkey & Wilson		30 00			30 00	30 00	
McDougall		13 72	91 52		105 24	105 24	
McKellar		6 25		25 00	31 25	31 25	
McMurrich	75 00					75 00	
Mills			15 25		15 25	15 25	
Nipissing	70 00	5 00			5 00	75 00	
Perry				171 25	171 25	171 25	
Ryerson	400 00	474 40	30 75	91 00	596 15	996 15	
Strong		12 02			12 02	12 02	
Wallbridge		7 35			7 35	7 35	
<i>Villages</i>							
Burk's Falls				1,145 00	1,145 00	1,145 00	
South River			142 83		142 83	142 83	
Sundridge				220 00	220 00	220 00	
<i>Towns</i>							
Kearney		16 09		120 40	136 49	136 49	
Parry Sound				1,236 00	1,236 00	1,236 00	
Powassan	30 00	14 10	20 00	171 40	205 50	235 50	
Trout Creek	200 00					200 00	
	970 54	715 78	602 90	4,204 57	5,523 25	6,493 79	6,493 79
PEEL							
<i>Townships</i>							
Caledon	300 00	16 21			16 21	316 21	
Chinguacousy	500 00	8 40			8 40	508 40	
Toronto	500 00	69 06	55 00	998 70	1,122 76	1,622 76	
Toronto Gore	125 00	4 15			4 15	129 15	
<i>Villages</i>							
Bolton				539 86	539 86	539 86	
Port Credit	100 00			111 65	111 65	211 65	
Streetsville				130 26	130 26	130 26	
<i>Town</i>							
Brampton	1,000 00	21 60		50 00	71 60	1,071 60	
	2,525 00	119 42	55 00	1,830 47	2,004 89	4,529 89	4,529 89
PERTH							
<i>Townships</i>							
Blanshard	129 50	357 00	25 00	237 50	619 50	749 00	
Downie	500 00	8 08	50 00	1,200 55	1,258 63	1,758 63	
Easthope N.	500 00					500 00	
Easthope S.	250 00	25 80			25 80	275 80	
Ellice	150 00	126 45	24 00		150 45	300 45	
Elma	1,000 00	29 00			29 00	1,029 00	
Fullarton	500 00	12 69		3 00	15 69	515 69	
Hibbert		3 50	25 00		28 50	28 50	
Logan	500 00	13 50			13 50	513 50	
Mornington	500 00	3 00			3 00	503 00	
Wallace		7 50			7 50	7 50	

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
<i>Village</i>	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
Milverton			40 00	900 00	940 00	940 00	
<i>Towns</i>							
Listowel	500 00	42 51			42 51	542 51	
Mitchell	100 00		25 00	293 02	318 02	418 02	
St. Mary's	500 00	87 80		3,507 87	3,595 67	4,095 67	
<i>City</i>							
Stratford		3 00	25 00	15,025 00	15,053 00	15,053 00	
	5,129 50	719 83	214 00	21,166 94	22,100 77	27,230 27	27,230 27
PETERBOROUGH		225 00			225 00	225 00	
<i>Townships</i>							
Ashpodel	900 00			75 00	75 00	975 00	
Belmont & Methuen		1 30	50 00		51 30	51 30	
Burleigh & Anstruther .	25 00			112 76	112 76	137 76	
Chandos			10 00	81 37	91 37	91 37	
Douro				340 60	340 60	340 60	
Galway & Cavendish	60 15					60 15	
Harvey				100 00	100 00	100 00	
Otonabee		1 65		4,000 00	4,001 65	4,001 65	
Smith	1,691 89	14 25		47 67	61 92	1,753 81	
<i>Villages</i>							
Havelock	500 00					500 00	
Lakefield	1,000 00	32 35	28 00	234 50	294 85	1,294 85	
Norwood	670 00	26 85	85 00	658 38	770 23	1,440 23	
<i>City</i>							
Peterborough .	5,000 00	130 00		3,078 46	3,208 96	8,208 96	
	9,847 04	431 90	173 00	8,728 74	9,333 64	19,180 68	19,180 68
PRESCOTT	150 00					150 00	
<i>Townships</i>							
Hawkesbury W	250 00	2 50			2 50	252 50	
Longueuil	100 00	5 50			5 50	105 50	
Plantagenet N.				11 25	11 25	11 25	
Plantagenet S.		1 60	5 00		6 60	6 60	
<i>Village</i>							
L'Orignal			6 75		6 75	6 75	
<i>Towns</i>							
Hawkesbury ..			93 00		93 00	93 00	
*Vankleek Hill.	225 00		100 00	5 00	105 00	330 00	
	725 00	9 60	204 75	16 25	230 60	955 60	955 60
PRINCE EDWARD	5,000 00					5,000 00	
<i>Townships</i>							
Ameliasburg ..		45 35		25 00	70 35	70 35	
Hallowell		8 25	11 00	7 70	26 95	26 95	
Hillier			12 00		12 00	12 00	
Marysburg N.		2 50			2 50	2 50	
Sophiasburg ..		3 33			3 33	3 33	
<i>Village</i>							
Bloomfield		10 00		20 50	30 50	30 50	
<i>Town</i>							
Picton		17 30	40 00	269 25	326 55	326 55	
	5,000 00	86 73	63 00	322 45	472 18	5,472 18	5,472 18

*The Town of Vankleek Hill has made a grant to the British Red Cross of \$75.00 a month until the end of the war.

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
RAINY RIVER							
Townships							
Atwood & Curran				30 23	30 23	30 23	
Blue				25 00	25 00	25 00	
Chapple	250 00					250 00	
Dilke	50 00					50 00	
Lash		5 50		12 40	17 90	17 90	
Village							
Stratton			3 50		3 50	3 50	
Towns							
Fort Frances	500 00		127 78		127 78	627 78	
Osaquan				132 00	132 00	132 00	
Rainy River			21 50		21 50	21 50	
	800 00	5 50	152 78	199 63	357 91	1,157 91	1,157 91
RENFREW	1,000 00					1,000 00	
Townships							
Admaston	50 00					50 00	
Alice & Fraser	300 00					300 00	
Bagot & Blythfield				284 75	284 75	284 75	
Bromley		3 10			3 10	3 10	
Horton	300 00		61 25		61 25	361 25	
McNab		30 30	130 00	101 00	261 30	261 30	
Pembroke	100 00					100 00	
Petawawa & McKay				168 50	168 50	168 50	
Radcliffe				30 35	30 35	30 35	
Raglan		13 69		2 00	15 69	15 69	
Ross	600 00		22 00	100 00	122 00	722 00	
Sherwood, Jones & Burns	50 00			36 00	36 00	86 00	
Stafford	200 00			219 50	219 50	419 50	
Westmeath	800 00	30 75	75 00	7 50	113 25	913 25	
Wilberforce		4 35			4 35	4 35	
Villages							
Cobden	100 00					100 00	
Eganville				100 00	100 00	100 00	
Towns							
Arnprior		133 20		25 00	158 20	158 20	
Pembroke	2,000 00	74 31	1,733 54	3 33	1,811 18	3,811 18	
Renfrew	5,000 00			1,096 75	1,096 75	6,096 75	
	10,500 00	289 70	2,021 79	2,174 68	4,486 17	14,986 17	14,986 17
RUSSELL	150 00					150 00	
Townships							
Clarence		7 80			7 80	7 80	
Cumberland	300 00	19 00		9 00	28 00	328 00	
Russell	200 00	1 65			1 65	201 65	
Town							
Rockland	25 00	38 75			38 75	63 75	
	675 00	67 20		9 00	76 20	751 20	751 20
SIMCOE							
Townships							
Adjala	400 00	5 75		31 08	36 83	436 83	
Essa	1,000 00	132 70		649 00	781 70	1,781 70	
Flos		7 65		213 85	221 50	221 50	
Gwillimbury W		7 50		1,100 00	1,107 50	1,107 50	

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
Innisfil		13 00		1,002 00	1,015 00	1,015 00	
Matchedash ...			12 50		12 50	12 50	
*Medonte	600 00		30 00	59 75	89 75	689 75	
Nottawasaga ..	1,000 00	209 40			209 40	1,209 40	
Orillia	200 00		31 60		31 60	231 60	
Oro			5 00	119 02	124 02	124 02	
Sunnidale		37 30			37 30	37 30	
Tay	600 00	10 00	12 50	255 00	277 50	877 50	
Tecumseth.....	700 00	47 35	25 00	718 70	791 05	1,491 05	
Tiny	500 00		48 00		48 00	548 00	
Tossorontio ...		23 00		144 07	167 07	167 07	
Vespra		1 00		192 41	193 41	193 41	
<i>Villages</i>							
Beeton		20 58	183 30		203 88	203 88	
Bradford				1,000 00	1,000 00	1,000 00	
Coldwater			90 00		90 00	90 00	
Creemore		10 95	50 00	604 20	665 15	665 15	
Tottenham				150 75	150 75	150 75	
<i>Towns</i>							
Alliston	200 00	104 50		885 50	990 00	1,190 00	
Barrie				3,806 79	3,806 79	3,806 79	
Collingwood ..		124 11			124 11	124 11	
Midland	2,000 00		10 10	1 00	11 10	2,011 10	
Orillia				16,870 00	16,870 00	16,870 00	
Penetan-							
guishene ...		20 25			20 25	20 25	
Stayner	200 00			109 25	109 25	309 25	
	7,400 00	775 04	498 00	27,912 37	29,185 41	36,585 41	36,585 41
<i>STORMONT</i>							
<i>Townships</i>							
Cornwall	100 00	19 14			19 14	119 14	
Finch		61 75			61 75	61 75	
Osnabruck	400 00	22 80		10 00	32 80	432 80	
Roxborough ..	100 00	29 87	25 00	36 00	90 87	190 87	
<i>Village</i>							
Finch		16 00		179 03	195 03	195 03	
<i>Town</i>							
Cornwall	400 00	135 50	2,162 53	635 81	2,933 84	3,333 84	
	1,000 00	285 06	2,187 53	860 84	3,333 43	4,333 43	4,333 43
<i>SUDBURY</i>							
<i>Townships</i>							
Cassimir,							
Jennings &							
Appleby				88 14	88 14	88 14	
Chapleau				950 00	950 00	950 00	
Drury, Denni-	300 00					300 00	
son & Graham							
Hallam				25 00	25 00	25 00	
Hutton		13 00			13 00	13 00	
Neelon & Gar-							
son		12 00		500 00	512 00	512 00	
Ratter & Dun-							
nett				182 25	182 25	182 25	
Salter, May &	200 00					200 00	
Harrow							
Snider				373 35	373 35	373 35	

*The Township of Medonte has made a grant to the British Red Cross of \$100 a month until the end of the war.

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
<i>Village</i>							
Cartier		7 00			7 00	7 00	
<i>Towns</i>							
Copper Cliff ..				10,002 50	10,002 50	10,002 50	
Espanola				315 00	315 00	315 00	
Sudbury	2,500 00			16 00	16 00	2,516 00	
Webbwood				20 00	20 00	20 00	
	3,000 00	32 00		12,472 24	12,504 24	15,504 24	15,504 24
THUNDER BAY							
<i>Townships</i>							
Conmee	19 00			31 00	31 00	50 00	
Nipigon	50 00	5 00		41 75	46 75	96 75	
Oliver	150 00	2 65	5 00	6 00	13 65	163 65	
Paipoonge	200 00	6 75	10 50		17 25	217 25	
<i>Villages</i>							
Jack Fish		3 00			3 00	3 00	
Rosspport		2 20			2 20	2 20	
Schreiber				470 00	470 00	470 00	
<i>Cities</i>							
Fort William ..				2,939 34	2,939 34	2,939 34	
Port Arthur ..	25 00		5 00	20 00	25 00	50 00	
	444 00	19 60	20 50	3,508 09	3,548 19	3,992 19	3,992 19
TEMISKAMING							
<i>Townships</i>							
Bucke	100 00					100 00	
Chamberlain ..	10 00	5 50			5 50	15 50	
Coleman		2 25			2 25	2 25	
Dymond	10 00	1 75			1 75	11 75	
Evanturel	50 00			63 00	63 00	113 00	
Harley	25 00		30 25		30 25	55 25	
Harris	135 00	1 75			1 75	136 75	
Hilliard				28 50	28 50	28 50	
James			24 85		24 85	24 85	
Whitney			175 00	566 40	741 40	741 40	
<i>Towns</i>							
Cobalt		22 08	20 00	2,532 40	2,574 48	2,574 48	
Cochrane	250 00					250 00	
Englehart		7 80	163 20		171 00	171 00	
Haileybury				533 11	533 11	533 11	
Matheson				100 00	100 00	100 00	
New Liskeard ..				479 90	479 90	479 90	
Timmins				118 12	118 12	118 12	
	580 00	41 13	413 30	4,421 43	4,875 86	5,455 86	5,455 86
VICTORIA							
<i>Townships</i>							
Bexley	50 00	2 25		13 00	15 25	65 25	
Carden	50 00	3 10			3 10	53 10	
Dalton		19 00			19 00	19 00	
Eldon		14 65		1,391 70	1,406 35	1,406 35	
Emily	250 00					250 00	
Fenelon		15 55		599 15	614 70	614 70	
Laxton, etc. ..		2 30			2 30	2 30	
Mariposa		75		1,935 20	1,935 95	1,935 95	
Ops	150 00	1 50			1 50	151 50	
Somerville	50 00	10	33 54	103 60	137 24	187 24	
Verulam				433 60	433 60	433 60	

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions + Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
<i>Villages</i>							
Bobcaygeon			56 60	360 40	417 00	417 00	
Fenelon Falls.	50 00			634 47	634 47	684 47	
Omeme				611 80	611 80	611 80	
Woodville		6 00		437 11	443 11	443 11	
<i>Town</i>							
Lindsay				2,000 00	2,000 00	2,000 00	
	600 00	65 20	90 14	8,520 03	8,675 37	9,275 37	9,275 37
WATERLOO							
<i>Townships</i>							
Dumfries N. ...	1,000 00	6 20		20 00	26 20	1,026 20	
Waterloo	4,000 00	10 15			10 15	4,010 15	
Wellesley	1,000 00	26 52		31 50	58 02	1,058 02	
Wilmot	1,000 00	13 19		58 00	71 19	1,071 19	
Woolwich	1,000 00	17 43	5 00	155 40	177 83	1,177 83	
<i>Villages</i>							
Ayr		26 50	25 00	396 50	448 00	448 00	
Elmira	800 00			255 39	255 39	1,055 39	
New Hamburg.				700 92	700 92	700 92	
<i>Towns</i>							
Hespeler	2,000 00		1,600 00		1,600 00	3,600 00	
Preston	5,000 00					5,000 00	
Waterloo	3,000 00			1,443 73	1,443 73	4,443 73	
<i>Cities</i>							
Galt				8,261 42	8,261 42	8,261 42	
Kitchener	10,000 00			1,788 33	1,788 33	11,788 33	
	28,800 00	99 99	1,630 00	13,111 19	14,841 18	43,641 18	43,641 18
WELLAND	500 00					500 00	
<i>Townships</i>							
Bertie				411 00	411 00	411 00	
Crowland	500 00					500 00	
Humberstone .	500 00	35 67			35 67	535 67	
Pelham	500 00					500 00	
Stamford	1,000 00	84	264 56	200 00	465 40	1,465 40	
Thorold	300 00		50 00	131 00	181 00	481 00	
Wainfleet	400 00	21 08		16 50	37 58	437 58	
Willoughby ...	100 00	5 50			5 50	105 50	
<i>Villages</i>							
Chippawa	100 00	7 00			7 00	107 00	
Fort Erie				356 72	356 72	356 72	
Humberstone .	75 00	3 35	85 15		88 50	163 50	
Port Colborne.		18 23	1,734 01		1,752 24	1,752 24	
<i>Towns</i>							
Bridgeburg ...				1,103 51	1,103 51	1,103 51	
Thorold				1,796 50	1,796 50	1,796 50	
Welland	2,500 00			5,258 06	5,258 06	7,758 06	
<i>City</i>							
Niagara Falls .	5,000 00	120 69		2,393 55	2,514 24	7,514 24	
	11,475 00	212 36	2,133 72	11,666 84	14,012 92	25,487 92	25,487 92
WELLINGTON	1,000 00	15 55			15 55	1,015 55	
<i>Townships</i>							
Arthur	1,000 00	14 55		9 00	23 55	1,023 55	
Eramosa	500 00	1 00		165 00	166 00	666 00	
Erin	1,000 00	34 00			34 00	1,034 00	
Garafraxa W. .	600 00					00 00	
Guelph		10 00			10 00	10 00	
Luther W	500 00	14 15	81 25		95 40	595 40	

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
Maryborough		35 35		1,237 45	1,272 80	1,272 80	
Minto	500 00	3 25			3 25	503 25	
Nichol	500 00	50			50	500 50	
Peel		11 15		13 00	24 15	24 15	
Pilkington	800 00					800 00	
Puslinch	500 00	13 10		1,200 00	1,213 10	1,713 10	
<i>Villages</i>							
Arthur	200 00	34 50	20 00		54 50	254 50	
Clifford		14 35	60 00	484 31	558 66	558 66	
Drayton				867 35	867 35	867 35	
Elora	67 00			1,338 00	1,338 00	1,405 00	
Erin				600 00	600 00	600 00	
Fergus	500 00	3 87	25 00	3,129 32	3,158 19	3,658 19	
<i>Towns</i>							
Harriston	100 00	32 83		1,119 25	1,152 08	1,252 08	
Mount Forest..	1,200 00	41 00	20 00	595 00	656 00	1,856 00	
Palmerston ...		29 78		1,224 22	1,254 00	1,254 00	
<i>City</i>							
Guelph	5,000 00	55 80	1,536 15	2,153 86	3,745 81	8,745 81	
	13,967 00	364 73	1,742 40	14,135 76	16,242 89	30,209 89	30,209 89
<i>WENTWORTH</i>	5,000 00					5,000 00	
<i>Townships</i>							
Ancaster		48 50			48 50	48 50	
Barton		50 00		27 00	77 00	77 00	
Beverley		68 50	130 00		198 50	198 50	
Flamboro W. .		9 45	25 00		34 45	34 45	
Glanford		70	50 00	38 10	88 80	88 80	
Saltfleet		7 00		120 25	127 25	127 25	
<i>Village</i>							
Waterdown ...		35 00			35 00	35 00	
<i>Town</i>							
Dundas	500 00	98 31		6,793 75	6,892 06	7,392 06	
<i>City</i>							
Hamilton	29,161 68	1,650 49	17,355 54	51,832 29	70,838 32	100,000 00	
	34,661 68	1,967 95	17,560 54	58,811 39	78,339 88	113,001 56	113,001 56
<i>YORK</i>							
<i>Townships</i>							
Etobicoke				2,925 41	2,925 41	2,925 41	
Georgina		8 75			8 75	8 75	
Gwillimbury E.		18 76			18 76	18 76	
Gwillimbury N.		15 00			15 00	15 00	
King		61 25		1,308 23	1,369 48	1,369 48	
Markham	2,100 00	10 20			10 20	2,110 20	
Scarborough ..		74 70		3,524 84	3,599 54	3,599 54	
Vaughan	1,958 80	34 20		25 00	59 20	2,018 00	
Whitchurch ..		7 70		308 85	316 55	316 55	
York		97 66		4,581 38	4,679 04	4,679 04	
<i>Villages</i>							
Holland Land- ing	50 00					50 00	
Markham	500 00	14 00			14 00	514 00	
Mimico	90 50	133 35	100 00	701 15	934 50	1,025 00	
New Toronto..		73 62		331 05	404 67	404 67	
Richmond Hill.		17 00		749 20	766 20	766 20	
Stouffville	500 00					500 00	
Sutton	200 00			12 50	12 50	212 50	
Woodbridge ...		20 00	100 00	970 90	1,090 90	1,090 90	

MUNICIPALITY	Municipal Grant	DETAILS OF VOLUNTARY CONTRIBUTIONS			Total Voluntary Contributions	Total Contributions Grant + Voluntary Contributions	Total Contributions for Counties
		Schools	Women's Organizations	General Contributions			
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
<i>Towns</i>							
Aurora				2,260 00	2,260 00	2,260 00	
Leaside	100 00			293 85	293 85	393 85	
Newmarket ...				3,581 32	3,581 32	3,581 32	
Weston		315 00		3,255 70	3,570 70	3,570 70	
<i>City</i>							
*Toronto.....	75,000 00	20,467 23	23,790 75	580,275 87	624,533 85	699 533 85	
	80,499 30	21,368 42	23,990 75	605,105 25	650,464 42	730,963 72	730,963 72
MISCELLANEOUS				244 65	244 65	244 65	244 65

*In amplification of the above statement crediting the City of Toronto with \$699,533.85, the following is given:—

Total amount contributed through the Campaign Committee of the City of Toronto.....	\$744,607 13	
Expenses of the campaign, for mass meetings, printing, postage, stenographers and others employed, heating, etc., of temporary headquarters.....		\$7,000 39
For telegrams and cables, part of which were sent on the instructions of the British Red Cross.....		6,549 96
Subscriptions not yet paid in but for which pledges are held		1,912 15
Subscriptions paid in but credited in this report to other municipalities from which they were received.....		29,610 78
Amount credited to Toronto.....		699,533 85
	\$744,607 13	\$744,607 13

SUMMARY

Total Contributions	\$1,656,000 04
Bank Interest	234 29
Total amount to be sent to London	\$1,656,234 33

DETAILS OF CONTRIBUTIONS.

Total of Municipal Grants	\$436,238 24
“ from Schools	38,544 84
“ “ Women’s Organizations	77,448 33
“ General Contributions	1,103,768 63
Total Contributions	\$1,656,000 04
Bank Interest	234 29
GRAND TOTAL	\$1,656,234 33

REPORT
OF THE
Monteith Demonstration Farm
1916

(PUBLISHED BY THE ONTARIO DEPARTMENT OF AGRICULTURE)

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO:
Printed by A. T. WILGRESS, Printer to the King's Most Excellent Majesty
1917

Printed by
WILLIAM BRIGGS
Corner Queen and John Streets
TORONTO

To His Honour SIR JOHN STRATHEARN HENDRIE, C.V.O., a Lieutenant-Colonel in
the Militia of Canada, etc., etc., etc.,

Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:

I have the honour to present the Report of the Monteith Demonstration Farm
for 1916.

W. H. HEARST,

Minister of Agriculture.

TORONTO, 1917.

Monteith Demonstration Farm

1916

To the Honourable the Minister of Agriculture:

SIR:

I have the honour to submit herewith the 1916 Report of the Monteith Demonstration Farm.

This has been a banner year for the Clay Belt section of New Ontario. The spring was favorable, the crops received an early start, the summer was warm, growth



Burnt area just at the edge of the farm. The fire did not burn the oats which were cut just one week later.

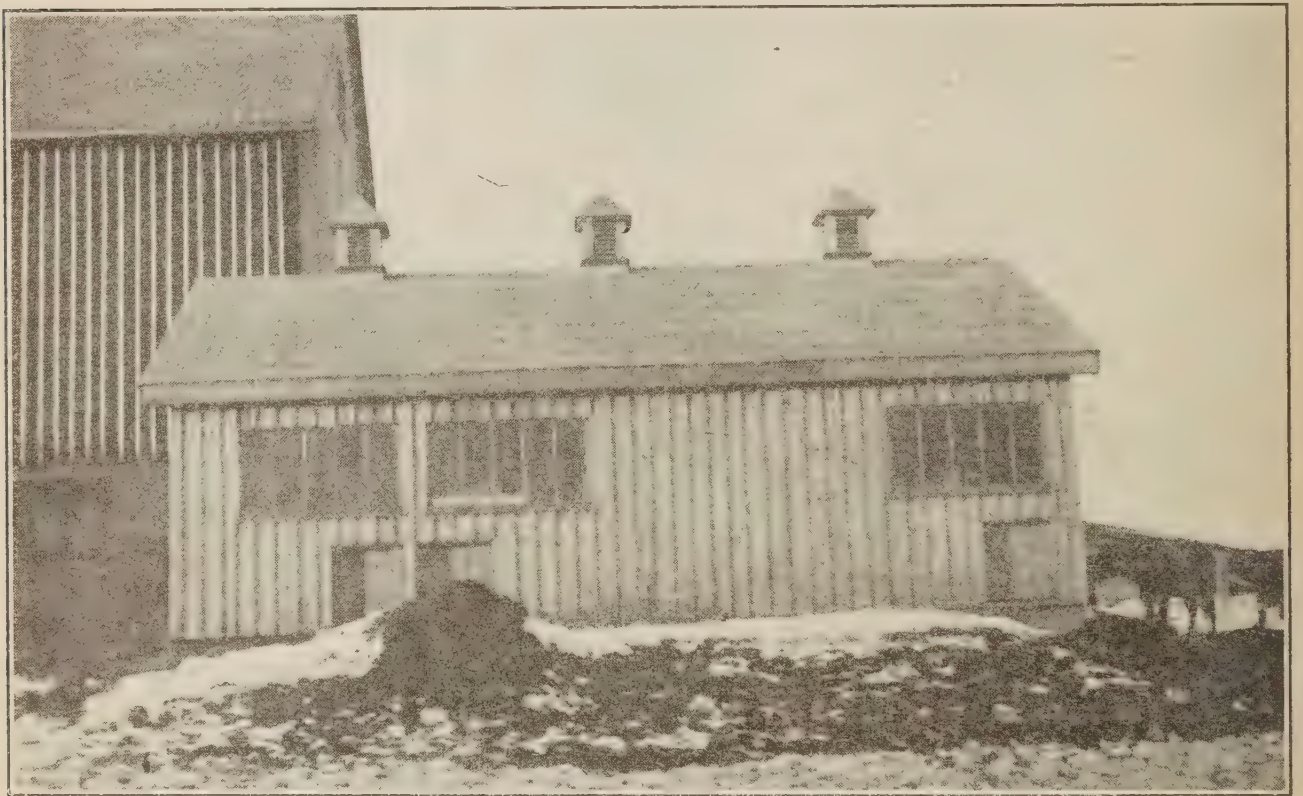
was excellent (on fall plowed and well cultivated soils), and frosts did not appear until late in September, when everything was safely gathered in. It is true that many settlers lost heavily in the fire, but up to that time we had the most promising year in the history of the country.)

During the year the office work has more than doubled, and it has been found necessary to engage a stenographer in order to handle the rapidly increasing correspondence. We have had as high as fifteen letters in one mail mostly made up of enquiries regarding crops and live stock. (Settlers are more and more each year looking to the Farm for assistance, and this enables us to plan our experiments accordingly and thus we are becoming in more intimate touch with the settlers' problems.)

It is commonly stated amongst some of our settlers that this land in the north country produces one good crop, and that each succeeding crop grows gradually poorer. This has not been the experience of those who make a practice of fall plowing. We find that each succeeding crop grows gradually better, and our crop reports are becoming still more encouraging as the years go by and as the soil becomes in better tilth.)

During the summer we had two foremen, one to manage the general affairs on the Farm and the other to take charge of our building operations. We completed our water system and built a pump house. We also built a small stave silo, an up-to-date hog pen, a sheep pen and a poultry house. We installed a large weigh scales and built two good fences across the front of the Farm.

After the forest fire it was found necessary to shelter the settlers' breeding cattle, and in September we got out plans to build a barn 140 feet by 38 feet.



New hog barn with straw loft to absorb moisture, and raised berths for sleeping quarters.

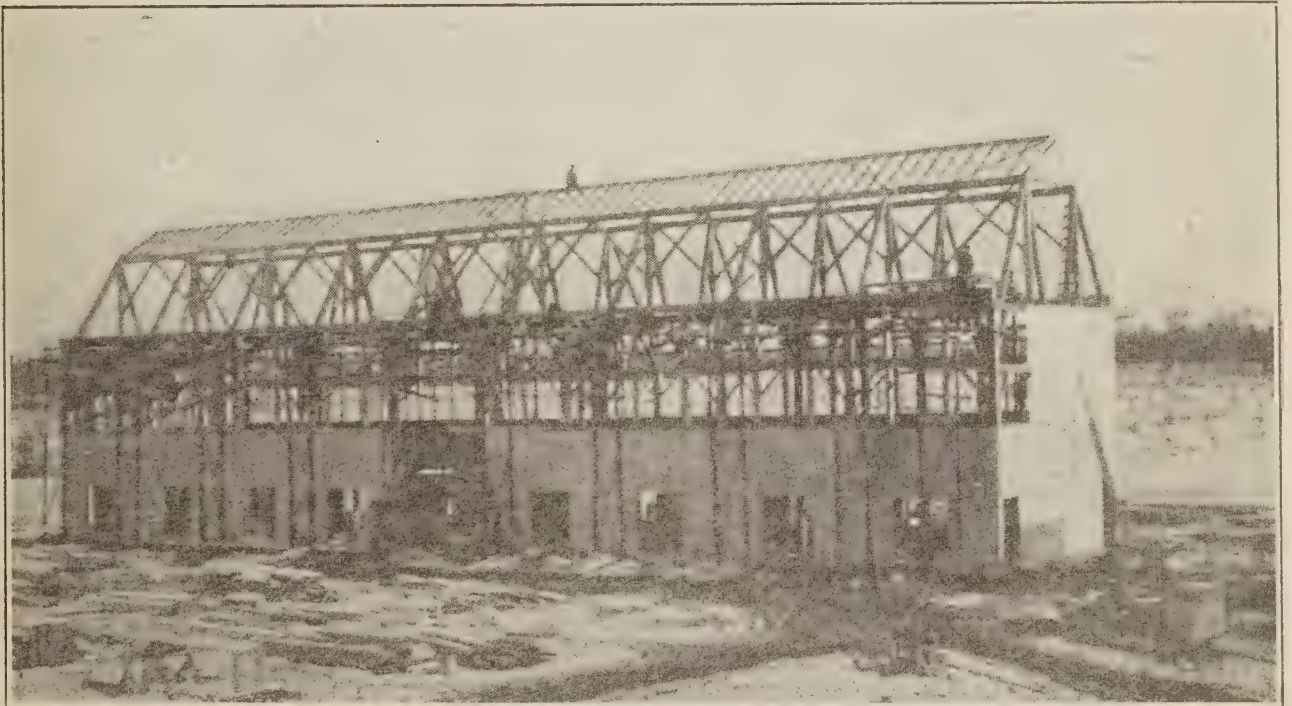
The first sod was turned for this barn about September 15th and in six weeks we had 66 head of settlers' cattle under its roof. (Hired help has been very scarce and this has made our work exceedingly difficult at times.) Early in the summer we cleared about seven acres of land along the river bank and elsewhere; over and above this we slashed down about 100 acres of bush and sold off more than 300 cords of pulpwood. We also took out 100 cords of firewood for the Farm houses.

The herd of live stock has increased to such an extent that we have found it necessary to employ a regular herdsman. We have sold pure-bred rams, boars, and bulls to all parts of the district, and our stallion travelled most of the summer right up to the time of the fire in which he was burned in his stand at Matheson. We have distributed eggs for school fair purposes and have sold honey to settlers.

We have sold considerable high class seed of our own growing to settlers in the district. We have also conducted or have under way at the present time about

seventy-five different experiments, all of which have proved of considerable interest to visitors coming to the farm. Some of the experiments will serve as very valuable information for years to come for this district. One in particular might be mentioned here and that is the fact that red clover, alfalfa and alsike seed can be grown here very successfully. Red clover remains in the ground almost indefinitely, sometimes being thicker in its third year than it was in the first. This has been the case where there was abundant pasture or where it has been harvested for seed.

Over and above this my work outside and away from the Farm is gradually increasing. Considerable time has been spent preparing exhibits and having them put where the public could see them. We now have a regular log building, representing a settler's home, on the Toronto Exhibition grounds, where agricultural exhibits from Northern Ontario can be shown off to good advantage. Last September thousands of farmers from Old Ontario visited this building to see the agricultural exhibits from Northern Ontario, and many of them were thoroughly con-



Our new barn in process of erection. It is long and narrow, with only two rows of cattle. This makes a very convenient and well-lighted stable.

vinced that our crops must have been much better here than in Old Ontario. It was commonly said that our exhibit in peas, sheaf grains, and roots was better than many of the best exhibits at the fair.

I have been called upon from time to time to address public meetings of various kinds and to help to some extent with school fairs in the district. We have sent out some circular letters to settlers and have answered about one thousand enquiries in various subjects of interest.)

Respectfully submitted,

R. H. CLEMENS,

Superintendent.

FIELD CROPS.

FALL WHEAT.

With us fall wheat has been a never-failing crop. This year we threshed one hundred and five bushels from three and a half acres, making for the third time in succession a yield of thirty bushels to the acre. Owing to the dry weather, however, the berry is not quite as plump as usual. The variety grown was the Dawson Golden Chaff, half of which was sown on newly broken land while the other half was sown on newly broken clover sod. The result was that the wheat did a little better on the clover sod than it did on the new land.

Settlers throughout the district are usually successful in growing fall wheat, and what failures there are can be usually attributed to lateness of seeding and poor



The reason why fall wheat and red clover are not winter killed can be largely attributed to the great depth of snow in Timiskaming.

preparation of the seed bed. We usually try to sow our wheat before the 1st of September if we can. This year we sowed it on the 25th of August, and found it very small even when it went under the snow. We found the same thing occurring last year, although the previous year the wheat got quite tall and rank.

Fall wheat seeding thus comes right in harvest, and unless the seed bed has been prepared immediately after haying it is either left until after harvest or very hurriedly put in. This must result of course in poor crops. This is one of the chief reasons why fall wheat has not been a very popular crop in the district, and it is not because we cannot grow it. Fall wheat does well over the whole district providing it is given proper attention. The snow covers it early in November and remains there until late in April. It remains covered for over five months steadily and when the snow goes it is rarely injured from bad weather conditions. Our snow may be five feet deep and then leave us on three days notice. As we rarely ever have any frost in the ground the snow water does not need to run away, but merely sinks into

the soil. When the snow begins to go we can always count on getting ready for seeding in the course of a few days. We have started seeding on the 5th of May for three years in succession.

SPRING WHEAT.

Although we have tried quite a number of varieties of spring wheat the Marquis and the Prelude are the only varieties that ever come to maturity here on the Farm. The Prelude, however, is a very light yielder and we find it scarcely worth growing although it matures each year. Our Marquis matured well this year and we have a fine sample. It yielded about twenty bushels to the acre in spite of the fact that it was sown on a soil scarcely fit for spring seeding.

BARLEY.

O.A.C. No. 21.—On account of its early maturing and shallow rooting habits barley is perhaps one of our surest crops. Our barley was sown last and was harvested first, some of it coming to maturity in about eighty-five days. Barley has been a good crop each year on the Farm for five successive years. Part of the crop was sown on spring plowing and part on fall plowed ground, but as is invariably the case the fall plowing showed up best. The average yield over the whole piece was forty bushels per acre.

PEAS.

We have grown peas on the farm for a period of five years or more, and while we have not always been successful we have attributed any failures to the fact that we had been growing late, long strawed varieties, whereas, we should have been growing early, short strawed varieties. The latter varieties have been found to be regularly successful over the whole district. In fact it is commonly stated that Timiskaming is now one of the best pea growing districts in the Dominion of Canada. Thousands of bushels of peas are being sold to the seed houses in Toronto and other places where they are again sold to the farmers, but in this way we lose our identity. Farmers should be encouraged to form Pea Growing Clubs in order that they might market their own products and thus realize better prices. Generally speaking, it has been found that pea growing is a very profitable business.

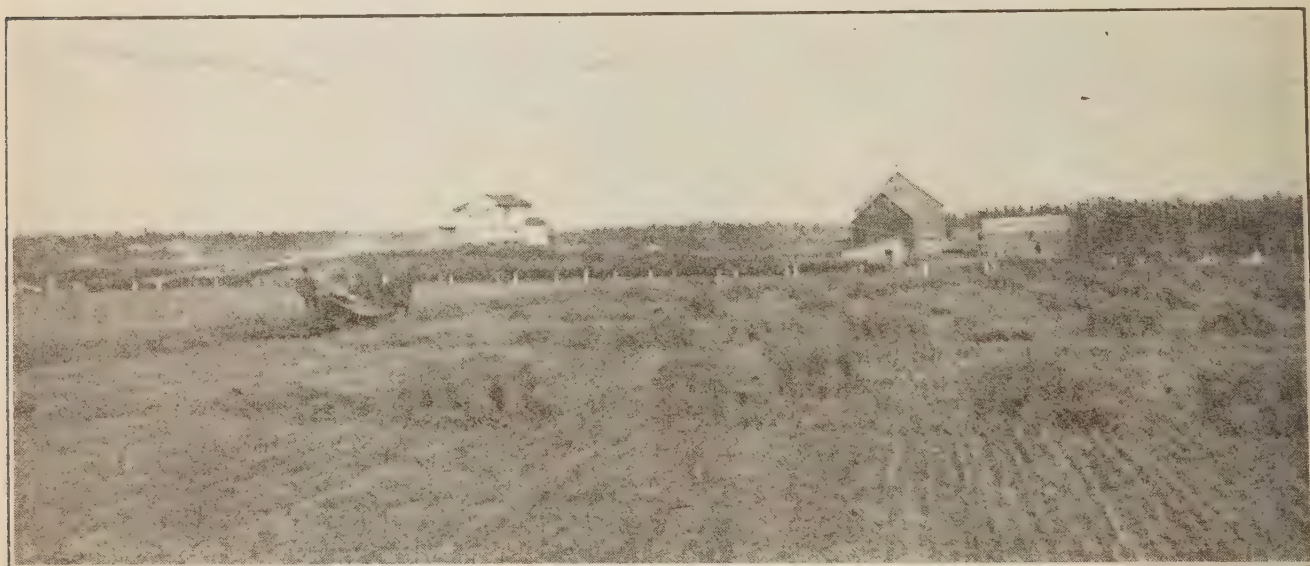
This year we tested two varieties, the Sippinaw and the Prince Albert, both yielding very well. These two varieties are a little earlier than any others we have tested. The peas were sown during the second week in May and the Sippinaws were ripe about the 15th of August, while the Prince Albert were cut about ten days later.

Seed peas have been selling in the district for from two to three dollars per bushel, and this being the case there is a tendency for pea growers to sow the seed too thin. The amount of seed sown per acre will of course depend on the size of the pea. With large peas we have found that three bushels per acre is not enough seed, while with small peas from two to three bushels per acre makes a fairly thick seeding. In a general way we have found that with the average sized pea we are quite safe in setting the drill at two bushels per acre and then sowing them twice over, first east and west and then north and south, as in this method we find that peas shade the ground and the soil does not become baked and hard. Our experiments would indicate that the thicker the seed is put in the ground the earlier they mature.

The pea straw which is grown on the farm is fed to the sheep, and we can heartily recommend pea growers to buy a few sheep to consume the straw, as sheep will very often thrive for months at a time on pea straw alone providing that it has been harvested in good condition. This can also be said of clover straw, and as there is a great deal of both clover and pea straw in the district it would seem advisable for many of the farmers to have a small flock of sheep.

FLAX.

During the past year or two we have been receiving considerable correspondence regarding flax both for seed and fibre purposes. This year we decided to sow about an acre of flax as an experiment. Our seed was sown with the ordinary grain drill at the rate of three-quarter bushels to the acre, but we think if we had sown it twice as thickly we would have had a better crop for fibre purposes. It is found when growing flax for fibre that the stalks of flax should not be too coarse, and that it should not be branched at the head as this shortens the fibre. We are inclined to think that flax for fibre should be sown broadcast at the rate of about two bushels



A field of O.A.C. No. 3 oats, which yielded 60 bushels to the acre. It was sown on May 7th, and harvested on August 5th.

per acre. This would produce a much finer, taller, and more spindly stalk with less seed balls and branches. For seed purposes we think that one bushel per acre would make a pretty fair seeding.

Flax for fibre purposes can be sown later than other flax on account of the fact that it does not need to ripen. It can be pulled as soon as the lower part of the stalk begins to turn yellow. Flax when sown very early may be frozen down by spring frosts and in this case it will not come up again and the crop will be an entire failure. It is probably safe to sow it here about the 15th of May, although we sowed ours about ten days earlier. We harvested it about the last week in August, and the yield when threshed was found to be twenty bushels to the acre. We believe that flax growing should receive more encouragement than it does and that it may prove to be a valuable side line for some of our farmers here.

OATS.

During the history of the Farm we have tried about twenty different varieties of oats, but no variety so far tested has been nearly as successful as has the O.A.C. No. 3 this year.

The O.A.C. No. 3 oat was sown on May 7th and harvested on August 5th, thus it took ninety days from time of seeding to reach maturity. This field of oats was in the barn in good shape on August 10th. The stubble field was ready for after harvest cultivation or for fall plowing on August 11th. This we think rather an important feature on account of the fact that we had from the middle of August until late in October to do our fall plowing.

Many have argued that the early varieties do not yield as well as the later ones, but in this case this early O.A.C. No. 3 oat yielded more than sixty bushels to the acre, while the later varieties this year were not nearly so good. This oat, however, has several objectional features about it. In the first place it is not an attractive oat when seen in the bag as the kernel is very small. Through actual test, however, it has been discovered that this oat was thinner in the hull than nearly any other variety. In other words it has been found that there is more food value in one bushel of this variety than there is in most of the heavy hulled varieties which are



A beautiful field of oats in the New Liskeard district, showing the local district representative examining the oats for smut.

brought into New Ontario from the West, even though they weigh more per measured bushel. Another objection is that it is very susceptible to smut, and unless it is treated the crop will be very materially reduced. In fact, through experiments for two successive years, we have found that unless this oat is thoroughly treated for smut the loss is likely to be thirty per cent. or more. Some farmers have not treated their oats on account of the fact that they thought treating oats a very difficult and costly operation. This is not the case, however. A pint of formalin added to forty gallons of water will practically suffice to treat our grain each year. The grain is merely soaked in this solution for twenty minutes or less and then spread out on the clean floor to dry. It is then gathered up and put back in the same bags which have also been treated, and it is sown as soon after as possible. If there is any formalin left over in the barrel which has been used for treating it can be used for disinfecting the seed drill. Treated grain, unless well dried, should

be sown considerably thicker as it does not run through the drill nearly as freely as does untreated grain. In one instance we had our drill opened at the rate of five bushels per acre and even then we found the grain sown none too thick.

The O.A.C. No. 72, the White Wave, Yellow Russian and New Industrial varieties were tried this year, but none of them were at all to be compared with the O.A.C. No. 3 although they all did fairly well considering the dry year.

DISTRIBUTION OF SEED.

We have always been selling small quantities of seed barley to settlers, but this year we have nearly three times the supply that we had in previous years. This sold out in two bushel lots will be distributed amongst one hundred settlers or more.

In previous years we have been distributing fall wheat all along the line from Hearst to New Liskeard in bushel and two bushel lots, but the amount applied for has always been many times greater than the supply. This year we will have about 100 bushels for sale which will be distributed next fall.

We have always sold a small quantity of spring wheat but as it did not always mature well with us we have not advised its general use.

For a number of years we have been selling what few peas we raised, but as we have not decided definitely in regard to varieties we have not been developing this part of the work as rapidly as we might have done.

We have also sold a small quantity of red clover seed which was produced here on the farm.

Potatoes have been distributed in small lots and eggs have been sold to settlers and distributed for school fair purposes.

GRASS SEED EXPERIMENTS.

This year we set aside four one acre plots to be used for seed purposes, namely, for red clover, alsike, alfalfa and timothy.

RED CLOVER.

On the acre of red clover we sowed the seed from stock which we had produced on our own farm. It was sown in lots at the rate of ten pounds (10 lbs.) to the acre, this you will notice is a much lighter seeding than we practise here on the Farm, it was sown lighter on account of the fact that previous experiments had lead us to think that a better quality of seed was produced when the clover had not been sown too thick. From this acre experiment sown with our own seed produced on the farm we hope to demonstrate that here in north Timiskaming we can produce a better quality of red clover seed than we generally find elsewhere. While we cannot say anything definite regarding this matter as yet, judging from the experiments so far we think that our home grown seed has given the best results.

ALSIKE.

The acre of alsike was sown on fall wheat in the spring of the year. It was sown at the rate of about five pounds to the acre and harrowed, thus covering the alsike seed and at the same time breaking the crust that had formed on the fall wheat

ground. It was a very dry summer and yet over the whole Farm we had a splendid clover catch and this alsike was no exception. One thing in favor of the alsike clover is the fact that it can be cut and harvested earlier than the red clover, but it rarely produces as good a yield and the price for seed is never as good. Moreover, after it has been cut for seed it does not provide a very good pasture for the remainder of the season. Then, too, the roots of the alsike clover do not penetrate the soil nearly to the same extent as does the red clover, therefore, it is not as good a plant to improve the physical condition of the soil, and secondly it does not add nearly as much nitrogen to the soil as does red clover. It is not to be compared with red clover as a soil builder.

TIMOTHY.

The acre of timothy was sown under exactly the same conditions as was the alsike, but while the timothy does very well in the north country and produces a very



A clover seed field one month before cutting. The superintendent can be seen sitting astride a kitchen chair, with a farm visitor on each side, whom he has been showing the crops.

fine quality of seed it does not tend to improve our soils in the same manner as the red clover; but we think that timothy seed growing should be encouraged and that settlers would do well to grow a great deal more of this seed than they do. We may have some interesting information in this regard by the end of another year.

ALFALFA.

This year we sowed another acre of alfalfa using common seed and sowing it at the rate of twenty pounds to the acre. It was sown with a hand seeder on spring wheat and harrowed in lightly. We thought that by sowing it in this way that none of the seed would get too deep in the ground, and, moreover, spring wheat is usually harvested earlier than oats and, therefore, would give the alfalfa a better chance in the fall. Our experiment has proved successful so far, and we have a real good catch of alfalfa over the whole field even in spite of the exceedingly dry weather.

GROWING RED CLOVER FOR SEED.

We have grown and sown our own red clover seed for two years with very encouraging results. Last year on the three acres of red clover which was sown altogether too thick to produce much seed we secured a yield of three bushels (3 bus.) to the acre. This year on a similar field we hope to show a much more gratifying result. We have a better yield on account of the fact that our previous experiments have given some enlightenment on this subject. We found that it was a good practice to harrow red clover in the spring, and that sometimes rolling proved beneficial in helping the physical condition of the soil. One must be careful when rolling clover in the spring that it is not rolled on a frosty morning as we injured a small field of clover in this manner. The rolling should be done before the ground gets too hard and as soon in the spring as one can get on the field conveniently. In harvesting the crop it should be done not later than the 1st of September, and should be handled as carefully as possible. Oftentimes it is advis-



Hauling in a plot of clover hay for seed.

able to handle it early in the morning in order that the heads may not fall off. It must be thoroughly dry, however, when taken into the barn and it threshes best in cold weather.

SECOND CUTTING FOR SEED.

It is not the usual thing in the Claybelt to get a yield of clover seed with the second cutting. It usually happens that the second crop of clover is too late to mature before the frost comes. This year we cut our first crop on the 14th of July, which was a little earlier than usual, with the result that some of the second crop matured seed. Some of this seed was fair in quality while the most of it was either light in color or immature. However, after threshing we found that we had a yield of one bushel per acre. One difficulty with the second crop of clover is that it is very difficult to harvest owing to the cold weather in the fall. It has been argued by some men that the seed from the second crop is always better than that from the first crop, and realizing that we could not secure seed from a second crop, by way of

experiment we tried clipping a small piece of red clover, this clipping was done about the 15th of June when the clover was about six inches high. It was carefully watched during the summer and we came to the conclusion that while the clipping may not have done any harm it did not do any good. In fact, we are a little inclined to think that we would have had a little better crop had we not clipped it.

CLIPPING ALFALFA TO PRODUCE SEED.

Clipping alfalfa was tried, but it proved to be a decided mistake, for on the part of the field which was clipped practically no seed matured at all, while on the same field where the alfalfa had not been clipped we had a good yield of well matured, fine, plump seed. It may be of interest to alfalfa growers to know that we have a small field of alfalfa which has gone under the snow for the fifth time and still gives evidence of being able to produce a good crop. We endeavored to plow down a part of this field two years ago and while we got the plowing fairly well done it was no



Cutting alfalfa for seed on the Monteith Farm.

easy task, in fact, a large percentage of the alfalfa came up stronger than ever after being plowed.

Last year we tried several different varieties of alfalfa seed to see what kind would do the best. We sent to Alberta for some seed thinking it would give better results here than the common alfalfa seed which we had secured elsewhere, but so far no difference has been seen for both kinds of seed did very well.

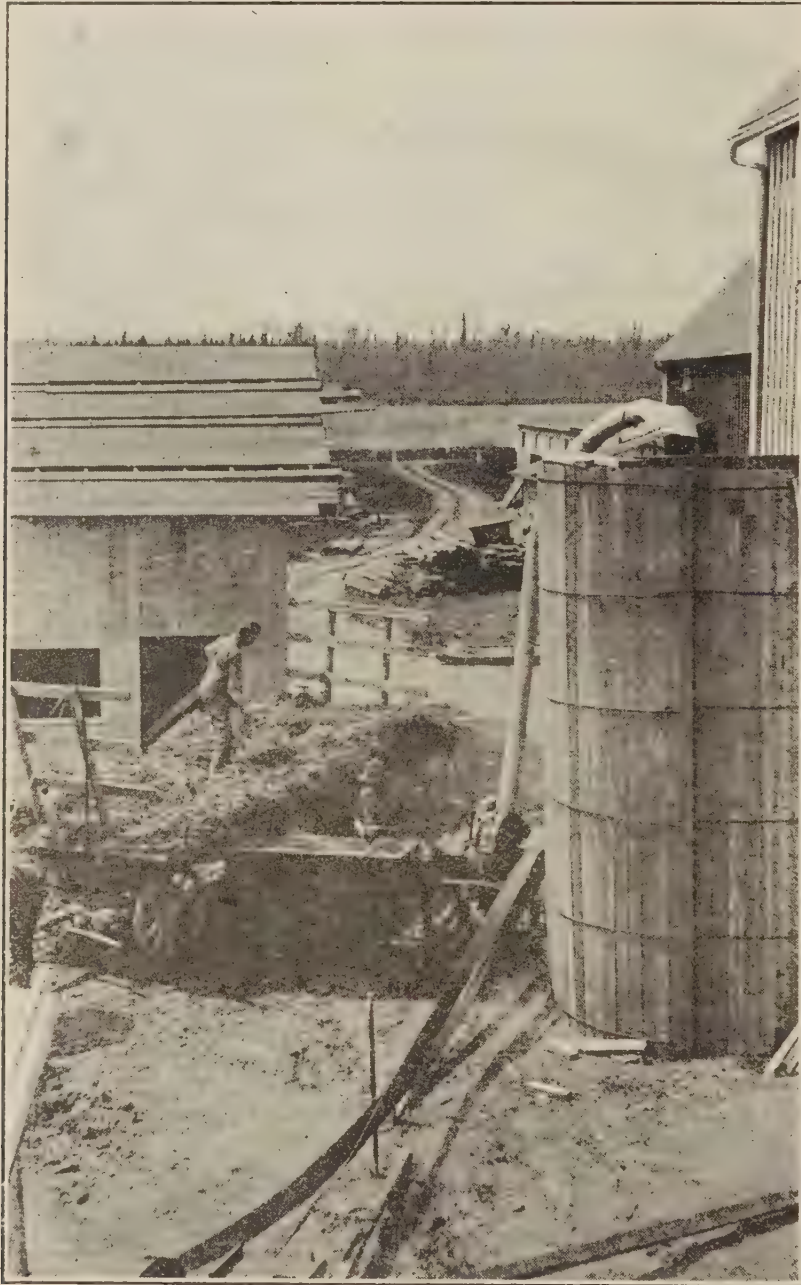
SILAGE.

We have been receiving letters from time to time from settlers enquiring about the possibilities of a silo, and for several years we have feeding cattle and have felt very keenly the need of a silo. We have also been growing a number of crops from year to year which we thought might be suitable for silage purposes.

This year we sowed a mixture of oats, peas and vetches as recommended by Prof. John M. Truman, of Truro, N.S. We mixed two and a half bushels of oats with three-quarters of a bushel of peas and one-third of a bushel of vetches and sowed

this mixture with the grain drill at the rate of three and a half bushels per acre. Although we had a dry summer this crop grew to be quite heavy. When the oats were in the dough stage and the peas and vetches were still green this crop was cut with the ordinary grain binder. The sheaves were cut and blown into the silo.

Ours is an ordinary stave silo 16 feet high and 11 feet in diameter. Three acres of the O.P.V. mixture filled the silo this year about two-thirds full. We started



Filling a small silo at the farm with O.P.V. silage.

feeding ensilage early in the fall and we found that the cattle were very fond of it. In appearance it is very similar to ordinary ensilage only that it is considerably finer. The ensilage is a greenish brown color and tastes and smells very much like the ordinary ensilage made from corn. It will be interesting for farmers to know that this crop so far has proved very satisfactory and we are contemplating carrying out this work on a little larger scale another year. From analysis it has been shown that O.P.V. silage contains a little less water than corn ensilage with a higher percentage of carbohydrates. The fat contents are nearly equal to that of corn ensilage made with the cobs on.

ROOT CROPS.

It is generally found that root crops require a soil that has been well worked up and in good open condition. In fact the nearer the soil approaches that of a garden the better the crop is likely to be. As one travels from one settler's place to another it is found that root crops range from very good to very poor. It is not too much to say that this is due chiefly to the physical condition of the soil at the time the seed was sown.

TURNIPS.

In order to produce a heavy yield of turnips the ground should be manured and plowed in the fall, after it is plowed it usually happens that there is no time to ridge up the field, but if the field were ridged up in the fall after having been manured and plowed it would be in fine shape to work in the spring. After the general work



Ridging turnip ground. This soil was well plowed in the fall and then manured, and well worked in the spring before ridging.

of spring seeding is completed the root ground should be very thoroughly worked to a depth of four or five inches if possible, after considerable work with the disc, cultivator and smoothing harrow has been done the ground should be rolled and then ridged up. The turnips are sown as soon as possible after ridging as the soil is more moist at that time.

SOWING TURNIPS.—We have found with our experience in turnip growing that it is best to sow the turnips very thick. We usually sow ours at the rate of 3 or 4 lbs. to the acre. We find that in sowing them in this manner that one turnip seems to help the other to come up through the soil, and that we always get a good stand of plants. One objection to this method of sowing, however, is that they are more difficult to hoe when sown so thick, but we find when the turnips are hoed before they are more than two inches high that the hoeing is made comparatively easy. Our turnip drills are usually about thirty inches apart, and before we begin

hoeing we scuffle as closely to the row of turnips as we can. This leaves a narrow row from four to six inches wide and from two to four inches above the ordinary level of the ground. The scuffling is never done very far ahead of the hoeing as it is much easier to hoe when the ground has been just newly scuffled. In hoeing turnips we always make it a point to shove out the extra number of turnips, and in doing this it is very important that all the ground is broken with the hoe as this will check any small weeds that have started. If the turnips are just the right size it will be found in hoeing that when the hoe is shoved through the plants one individual plant will drop on the part that has been newly broken with the hoe and this makes it easy to single out the turnips. Moreover, we find that when the turnip plant drops over and lies flat on the ground that it is not injured. We also find that when the turnips are well hoed the first time it is not necessary to hoe them again, but it will be necessary to have them scuffled at least two or three times.



Picture showing our turnip field late in July, just before the forest fire. The bush in the back ground was burned but the turnips and potatoes remained untouched.

The above methods will serve to show the manner in which we handled our root crop this year. It is the regular method of all good farmers in the turnip sections of western Ontario.

Never before in the history of the Farm have we had such an enormous crop of turnips as we had this year. It was a common thing to find turnips weighing eight or ten pounds apiece. The crop was uniform over the whole patch, and scores of people who visited it declared that they had never seen a better crop of turnips anywhere. Several farmers declared that we had the best crop of turnips in the Province, and it may just be possible that they were not very far wrong, for in summing up our results we found that we had a little better than 1,000 bushels to the acre.

During the early part of July our turnip patch was infested with cutworms and in less than three days they had almost completely ruined half an acre of turnips. Immediately upon discovering the pest we secured some Paris green and mixed a

small-quantity of it with shorts, using about one pound of Paris green to fifty pounds of shorts. Then we made a good strong solution of sweet lemonade and mixed it with the poisoned shorts, making it just moist enough to be put in a hand seeder and sown broadcast over the whole patch. Twenty-five pounds of this mixture sown one evening over about an acre of our field completely eradicated the pest which was making such inroads on our patch. Had this matter not been attended to at once it is very likely that the whole patch would have been destroyed in the course of a few days.

In harvesting the crop we both topped and pulled the turnips with hoes throwing two rows together in order that the teams could drive up between. The crop was harvested during the second week in October and drawn to the barn and put into the root cellar. In storing turnips we find that it is very important that no leaves and as little dirt as possible should be mixed in with roots.

POTATOES.

For various reasons many settlers in Northern Timiskaming have not been generally successful in growing potatoes. As the season is short it is necessary to give potatoes every possible chance in order that they may be well developed before the first frost comes in the fall. We have so far no potato beetles to destroy the crop; they do not seem to have found this section as yet. Potato ground should be worked in much the same manner as turnip ground, in fact we found that it was a good practice to ridge up our potato ground and plant the potatoes on the ridge with a hoe. This method of planting potatoes has been by all means the most satisfactory yet adopted here on the Farm. With this method it may be necessary in dry weather to roll the ridges, but unless the ground is very dry this will not be necessary as the top of the ridge would bake and make it very difficult for the potatoes to come through. In selecting ground for planting potatoes one should get a soil where two or three inches of black muck has been mixed with the clay from below. When the potatoes are nicely up the one-horse scuffer should be kept going through the patch at least once a week and sometimes oftener. We found that it was a good practice to scuffle the ground well and to keep a three or four inch mulch over the whole patch by keeping three or four inches of the ground surface well stirred up; evaporation from below is checked right at the very point where the potato roots exist. We found too, that it was a good policy to scuffle potatoes in order to evade a touch of frost. The soil particles at the surface of the ground when well worked up become dry, and they absorb the heat in much the same fashion as does a brick or any other material of that kind. This heat which is absorbed during the day will be given off from the soil again during the night, and this will have a tendency to make the immediate vicinity two or three degrees warmer. It rarely occurs that we have more than two or three degrees of frost at this time, and so in this way good cultivation of the soil has a tendency to save the potato crop from light frosts.

Numerous varieties of potatoes have been tested here on the Farm from time to time. This year we did not test as many varieties as usual, but we tried about six, including the Gertrude, Beauty of Hebron, Vermont Gold Coin, Davies' Warrior, Empire State, and Early Eureka.

The comparative yields of these varieties are rather interesting as some varieties yielded more than three times as much as others. For four successive years we have been growing a potato which we have been calling the Empire State,

but it does not appear to have the type of the Empire State. This potato, however, has taken first place three years in succession. The Early Eurekas have taken second place for three years in succession. This year, however, the Early Rose gave nearly as good a yield as the Early Eurekas, but the quality of the Early Rose was very poor. The beauty of Hebron came fourth with not quite as good a yield as the Early Rose, although it is a much better kind of potato. It is just possible that had the potatoes been well graded the Beauty of Hebron would have taken third place in our yields this year. The Vermont Gold Coin was the most attractive potato in the field at the time of digging. They are a large white potato of good quality. They yielded very well, indeed, and seem to be comparatively free of scab. The Davies' Warrior potatoes produced a very light crop, although the quality was very good, indeed. The Gertrude potatoes gave the poorest yield this year, although this may be due to the fact that they were planted on the outside of the row next to the fall wheat.



Digging potatoes on the Monteith Farm, 1916, one of the men is seen holding up a stalk which he has just dug.

Judging from our experience with potatoes during the past three years we are inclined to think that we have found a variety that is more adapted to our soil than most other varieties so far tested. This potato we have been calling the Empire State, but we are now inclined to think that some of the varieties got mixed some years ago. In any case this potato is not a very early variety, it produces a very large top and fine large, white potatoes. While we are always advocating the use of early varieties here is one case where a late variety has given the largest yield of potatoes for several years in succession; but strange to say the Early Eurekas follow as a close second.

The average yield per acre over the whole patch, all varieties considered, was two hundred and thirty bushels. This, we think, was an excellent yield of potatoes considering the dry weather that prevailed over the whole district. Our potato ground which we have prepared for next spring is in a better condition at the present time than our potato ground was a year ago and we have reason to think that with the average conditions we can produce a very much better yield another year.

SUMMARIZED CROP REPORTS.

	1914	1915	1916
Fall Wheat	65 bush.	30 bush.	105 bush.
Spring Wheat and Mixed Crop	50 "	50 "	56 "
Peas	27 "	15 "	30 "
Oats and Peas mixed.....	"	55 "	75 "
Barley O.A.C. No. 21	200 "	50 "	350 "
Oats.....	350 "	900 "	650 "
Total.....	692 "	1,100 "	1,266 "
Turnips	300 "	1,500 "	2,500 "
Parsnips.....	....	50 "	....
Carrots.....	....	20 "	....
Potatoes.....	150 "	30 "	210 "
Total	450 "	1,600 "	2,710 "
Red Clover Hay	28 tons	50 tons	45 tons
Alfalfa Hay	2 "	2 "	2 "
Straw	7 "	20 "	25 "
Total	37 "	72 "	72 "

LIVE STOCK.

The live stock situation in this district is very rapidly improving. Some of the settlers within ten or fifteen miles from the Farm had quite a good start, and had it not been for the forest fire some of them would have had nice little herds. In the surrounding district we have sold, within the last two years, ten or fifteen pure-bred Yorkshire sows, nearly all of which were burned in the fire. There still remains quite a number of good animals in the district.

Live stock breeding is very much encouraged over the whole district, not only by the Government but also by the fact that red clover grows so abundantly. More over, nearly the whole country is a network of small streams and this also lends itself very favorably towards the raising of live stock. It is sometimes said that the flies worry the cattle to such an extent as to discourage settlers from keeping stock. While this may be true to a certain extent when a settler has only two or three acres cleared, it is very evident that the flies are not bad when the land is cleared. For three summers we have sprayed our cattle when we thought the flies bad enough to warrant it, and we have not used two gallons of this solution on our whole herd in three years. We did find, however, that on some hot days when the flies were bad that each cow would produce from three to five pounds more milk if she was sprayed each morning.

After having made a general survey of the live stock situation last winter we were led to believe that fully seventy-five per cent. of the live stock kept in the north country were not given sufficient quantities of water for their needs. Cases are on record where cows and young cattle were known to survive the winter without any water at all with the exception of what they received in the form of snow and ice. Even some of the best herds in the district did not receive water at all regularly.

Sheltering stock is quite a problem in the north country and many of the settlers coop their stock up in small dark pens, and let their stock become so absolutely filthy that the animals cannot possibly thrive. I am firmly convinced that

stock will not thrive as well under such conditions as they would altogether out in the open, having a good stack or shed for shelter from the wind. If stock can be well sheltered from the wind or drafts they are inclined to do better than when they are tied up in a warm, dark, filthy and poorly ventilated stable, and they are likely to receive better care from the attendant. Many of the poultry houses in the district are not cleaned out for six months at a time. The hens become sickly and drop off the roost dead and are found in the spring buried in the manure. Is it any wonder that some complain of their hens not laying?

In regard to the care of live stock there are at least three things which I think can be well emphasized here, first, plenty of water and feed; secondly, plenty of light and air and freedom from drafts; thirdly, cleanliness throughout. Over and above this they need care and a little individual attention. A pure clover hay diet with plenty of water to drink makes a splendid maintenance diet for settlers' cows



Part of the Monteith Dairy Shorthorn Herd, showing some of the young stock from our imported sire.

that are not milking, and clover hay can be grown so abundantly even amongst the stumps, on land which has not been plowed.

We have been unfortunate in not being able to secure a good herdsman and until last year we did not have any roots or ensilage to feed. In fact, the chief diet was chopped oats and clover hay. Last year, however, we grew a few turnips and these worked in very nicely while they lasted. We also bought about two tons of oil cake meal and fed about a pound a day of this. Positively no other feed was used except the straw, but even under these conditions our dairy Shorthorn cows milked very well during the winter.

We had four of our cows entered in the Record of Performance test. The result given below will show their standing.

ROSALIE No. 102613.

Owned by Ontario Department of Agriculture, Monteith, Ont.
Age at commencement of test, 4 years 108 days.

Date of calving, May 19th, 1915.
Date test commenced, May 23rd, 1915.
Date of previous calving, Feb. 20th, 1914.
Date of calving after test, Sept. 6th, 1916.
Production required: 5,148 lbs. of milk; 180 lbs. fat.
Total production: 6,602 lbs. milk; 221 lbs. fat.
Average per cent. fat, 3.35. Days in milk, 335.
Butter equivalent, 80 per cent. basis, 276 lbs.

IRENE No. 93476.

Owned by Ontario Department of Agriculture, Monteith, Ont.
Age at commencement of test, 6 years.
Date of calving, June 22nd, 1915.
Date test commenced, June 27th, 1915.
Date of previous calving, Jan., 1914.
Date of calving after test, Oct. 7th, 1916.
Production required: milk, 5,500 lbs.; fat, 192 lbs.
Total production: 7,372 lbs. milk; 285 lbs. fat.
Average per cent. fat, 3.87. Days in milk, 365.
Butter equivalent, 80 per cent. basis, 356 lbs.

ROSEMARY No. 95735.

Owned by Ontario Department of Agriculture, Monteith, Ont.
Age at commencement of test, 7 years.
Date test commenced, July 26th, 1915.
Date of calving, July 24th, 1915.
Date of previous calving, Jan., 1914.
Date of calving after test, Sept. 2nd, 1916.
Production required: 5,500 lbs. milk; 192 lbs. fat.
Total production: 5,981 lbs. milk; 266 lbs. fat.
Average per cent. fat, 4.44. Days in milk, 355.
Butter equivalent, 80 per cent. basis, 332 lbs.

FORTUNA 20TH, No. 91415.

Owned by Ontario Department of Agriculture, Monteith, Ont.
Age at commencement of test, 8 years.
Date test commenced, June 16th, 1915.
Date of calving, June 12th, 1915.
Date of previous calving, Feb. 2nd, 1914.
Date of calving after test, July 17th, 1916.
Production required: milk, 5,500 lbs; fat 192 lbs.
Total production: 6,947 lbs. milk; 251 lbs. fat.
Average per cent fat 3.61. Days in milk, 311.
Butter equivalent, 80 per cent basis, 314 lbs.

CALVES.

We always have had difficulty here with our calves. Each calf is dropped with a thick throat which has the appearance of a goitre, and unless they receive immediate attention upon their arrival they are likely to choke or suffocate from a slime or mucous which collects in their nostrils or throat. In some cases they lie flat on the ground with their heads back but never move or breathe. In this case the attendant should bend the head of the calf down below the normal position and back again two or three times in rapid succession, at the same time manipulating the swollen portion of the throat. He should then run his finger up the nostrils of the calf, which not only clears the passage there but it seems to induce the calf to snort; a feather serves well to insert further up the nostrils. If the calf does not show signs of life, the attendant should turn the calf over once or twice perhaps at the same time gently kneeding or pressing on the ribs. Immediately upon doing this cold water should be splashed over the head of the calf, perhaps a whole pailful can be thrown over the body. This will often bring to life a calf that was apparently dead, but all these things must be done almost immediately after

the birth of the calf. If the weather is at all chilly the calf may become cold from the drenching it has received, and it is always advisable to rub it briskly with dry straw or with a piece of carpet or an old sack, this rubbing not only dries the calf but increases the circulation. After this has been done if the cow does not lick the calf vigorously she can often be induced to do so by spreading a handful of chop over the back of the calf. If the calf does not rise to his feet within an hour or two it is advisable to see that he gets a good feed of his mother's milk. It is very necessary too that he get the first of the milk, as the colostrum (as it is called) has a slight purgative action.

Whenever the regular attention has been given to our calves as stated above we have not lost a calf in three years, but in every case when the regular attendant was not on hand the calf died.

Three years ago we imported a dual purpose Shorthorn bull from England, and we have had him here as our stock bull. We have been breeding him to



A settler's heifer, sired by our imported bull and being returned for breeding purposes. pure-bred Shorthorn cows which we purchased in Old Ontario. We have now three fine young two-year-old heifers as a result of these matings. We are now breeding these heifers back to their sire with the hope of producing stronger milking tendencies in the offspring through the bull which was bred from a good milking strain in England.

SHEEP.

Sheep raising seems to be more general over the whole country to-day than it was a year ago. This is what one would naturally expect in such a good clover and pea growing district.

Our sheep on the Farm have lived for months at a time on nothing more than common pea or red clover straw as it came from the thresher. They not only lived on it but they thrived and became fat. Seed growers might be very well advised to have a small flock of sheep to consume what might be called a by-product. With wool at 40c. per pound, and lambs at ten and twelve dollars per hundred, with

plenty of cheap, rough feed sheep raising should surely be an attraction for our northern farmers.

The sheep business should be an attractive side line for the smaller farmer or settler as it does not require much capital to begin with. Three or four sheep would often do nicely for a start and the flock could be easily increased as the farmer became more familiar with the business. Sheep do not need expensive barns. The chief necessity is shelter from rain and wind. Our sheep on the Farm lived outside practically all last winter, and we are inclined to think that the Down breeds of sheep are a little more adapted to our weather conditions here than other breeds. The wool is fine and close and the water cannot get through to the skin. We have rarely ever seen any of our Shropshire sheep with colds.

One who has regular sheep barns might possibly try raising a few early lambs, but this is a business of itself, and very few farmers have the art of handling this successfully. Most of our settlers would do well to breed their sheep so as to lamb after



Shropshire sheep living around a stack of clover straw, which has just been threshed for seed.

the 24th of May. This would necessitate keeping the ram from the sheep until Christmas or New Year's. A sheep bred on New Year's day is due to lamb on the 27th of May. Lambs coming on the grass are more likely to be strong and healthy than lambs coming earlier from sheep that have been closely confined. One difficulty we have with our sheep is that they will not take exercise unless they are forced to do so. Sheep do not like deep snow and will not venture out in it unless they have a regular path. We always try to feed our hay in one place and our grain or turnips in another, perhaps one hundred yards apart, thus the sheep keep running back and forwards from one place to the other. With this system there will be little difficulty with weak lambs in the spring.

SWINE.

While we have been quite successful in the raising of hogs we find that many settlers seem to have a great many difficulties. As stated before, we have sold quite

a number of brood sows, but not with very good results in several instances. This would seem to be due to improper care and poor feeding. One settler found that while his sow produced a fine litter of pigs she had positively no udder development at all and produced no milk. The result was that she merely walked from her pigs and left them to starve, showing no interest in them at all. Another man reports that he was giving his sow good attention and she seemed to get thinner from day to day, and finally becoming in such an emaciated condition that he was obliged to shoot her. Several men have reported that their sows have become from one to two years of age and have not shown any signs of oestrus, with the result that they were butchered. Another man reports that his sow gave birth to a litter of pigs which could not stand upon their feet. Another man reports that his sow had only one pig, while still another reports that his sow ate her pigs. Further reports come from settlers in older districts where they are in a position to keep several hogs in the same pen, and while they have not always been altogether successful some of their reports are very good indeed, some of them having raised litters of a dozen or more.

Some of the settlers who bought young boars here have been sending in some very good reports. The report given here will suffice to show what some are doing:

A SWINE BREEDER'S REPORT TO MONTEITH FARM, SIRE, "MONTEITH ARTHUR 11TH."

Owner of Sow	No. of Pigs alive.	No. of Pigs dead.
C. Philips	8	.....
C. Hastings	8	.....
I. Morrow	9	.....
D. Quinton	9	.....
C. Philips	9	.....
D. Quinton	11	11
E. Cosmack .....	.....	8
W. Maguire	5	.....
M. Beach	6	.....
I. Philip	2	.....
I. Philip	5	.....
I. Philip	8	.....
I. Philip	9	.....
M. Beach	9	.....
M. Devins	11	.....
A. Fisher	8	.....
I. R. Philips	6	3
J. T. Welbourne	8	1
R. Pacey	9	.....
Joe Coulter	8	2
C. Caudwell	14	.....
B. Newton	6	.....
S. Trevail	4	5
B. Newton	6	.....
S. Trevail	3	4
Geo. Bowers	4	4
Geo. Bowers	2	4
E. Rutherford	Not Farrowed	.....
J. Bumstead .....	" "	.....
W. Montgomery .....	" "	.....
C. Neal .....	" "	.....
M. Beach .....	" "	.....
C. Philips .....	" "	.....
C. Hastings .....	" "	.....
J. Snider .....	" "	.....
J. Scott .....	" "	.....
W. Harmer .....	" "	.....
Wm. Trew .....	" "	.....

By receiving reports such as shown here we feel that we are doing good work for the district by introducing pure-bred sires of this kind. Each year we sell quite a number of pure-bred boars under the following agreement:

AGREEMENT.

Upon condition that the *Ontario Department of Agriculture* will sell me one pure bred *Yorkshire Boar*, I hereby agree to keep said boar for breeding purposes for at least one year. I also agree to make a detailed report each year as follows:

- 1. Number of sows bred.
- 2. Month of breeding.
- 3. Number of pigs farrowed.
- 4. Number of pigs raised.

I further agree not to sell or dispose of said boar within two years, except with the approval of the *Department of Agriculture*.

Signed

Address

Date

Signed in the presence of

Address

POULTRY.

During the past year or two we have had a number of poultry men advocating the general good qualities of the *Leghorn* in this district. We, however, did not feel that *Leghorns* were a suitable breed for the *Claybelt*, but in order to make sure we bought a number of *Leghorns*, and although they have done very well they have not been able to surpass in any way the *Barred Rocks* or the *New Ontarios*, and on the whole the *Barred Rocks* and *New Ontarios* have proved to be better birds for our purposes. The fact is we still believe that the *Barred Rocks* and the *New Ontarios* are a much better utility bird for our district.

We have built a new poultry house with a small open front. The open front is built near the top of the pen in the form of a stationary shutter. During the winter our flock of birds were housed in cotton front buildings and they remained there during our coldest weather, which sometimes registered twenty-five or thirty degrees below zero for several days at a time. Even so their combs were not badly frozen and many of them were not touched at all even among the *Leghorns*. They began laying about the first of January and continued to lay all winter and summer until late in the fall.

APICULTURE.

We have been keeping bees for several years and always with good results, even in spite of the fact that we are amateurs at the work. None of us have ever handled bees before, and yet we managed to winter the bees with practically no losses. We have not increased our numbers to any great extent on account of always making it a point to give the bees plenty of room, and of course cutting out *Queen* cells upon seeing them in the hive.

From six hives which we started with in the spring we managed to extract about 800 lbs. of honey, over and above this we left over 400 lbs. with the bees to keep them over winter. This means that these six hives produced considerably over half a ton of honey on which we might have realized about \$150 cash. The labor all told was scarcely worth counting, most of it being done in the evenings. Practically every settler in the country could keep two or three hives of bees for his own use and could produce a couple of hundred pounds of honey each year, but there is just one great danger in this and that is, we would find bee diseases coming in from outside sources. Bee diseases are very contagious and spread from hive to hive in a remarkably short time. One diseased hive will infect the whole community or district and cause the district to be polluted for years to come. The district as far as we know is still free of disease and special efforts should be made by everyone to keep the district so. This is a very important matter and especially so when the business seems to loom up so prominently as it does in every section



This soil was ridged in the fall. This shows its appearance immediately after the snow has left in the spring, and is quite a contrast to another picture taken nearby on a similar soil.

here. Those wishing to purchase bees should get in touch with apiculturists here in the district by writing first to this office or consulting the Department of Agriculture at New Liskeard. Mr. Wm. Agar, of Thornloe, is making his living from his bees, and has now about forty hives. He intends increasing this from year to year. He had one hive this year that produced over 400 pounds of honey, and we had one last year that produced over 200 pounds, and the year before it was said that we had the record hive for the Province, with 140 pounds. Thus it appears that New Ontario is likely to loom up very prominently as a honey producer.

In keeping bees it is found that they collect some of their first honey from alsike clover, while later on they resort to the common fire weed. Both these plants produce an excellent quality of honey, and as they both grow so abundantly and remain in flower for some considerable time they lend themselves very favorably to the honey business.

Tame bees cannot collect honey from red clover and thus red clover blossoms are not fertilized by the tame bee. Dutch and alsike clover and alfalfa is quite different as the corolla of the flower is much shorter it allows the tame bee to work. Thus alsike and alfalfa seed growing can be greatly aided if a few tame bees are kept in the vicinity to insure a more uniform fertilization of the blossoms.

CULTIVATION.

One of the most highly important problems in northern agriculture to-day is the cultivation of the soil. Nothing in my mind is more essential to successful farming here than proper manipulation of the soil. We have not even got to the place where we know how necessary it is.



Unridged soil quite frequently appears very flat in the spring, and is difficult to work. A good seed bed is almost impossible in such a soil. Ground should be left as rough as possible in the fall.

It is my conviction that ninety per cent. of the crop failures in Timiskaming are due to no other cause than poor cultivation. Regular fall plowing, which is such an important feature in good farming areas elsewhere, is almost an unknown thing here. Hundreds of farms can be seen where no fall plowing has been done at all. Even when they do plow it is usually very poorly done and often not more than three or four inches deep when it should be at least seven or eight. The ordinary one furrowed plow has done the best work for us and particularly so when we used a skimmer to turn under the weeds and grass.

AFTER HARVEST CULTIVATION.

Owing to the fact that our seasons are short it is necessary to get varieties that mature early in order to allow ourselves time for fall cultivation.

Our early oats not only yielded the best but they allowed us to gang plow the stubble even before the middle of August. This light plowing or discing preserves the moisture, it starts young weeds growing which otherwise would have laid dormant, these of course are plowed down in the fall. It also helps to liberate plant food for the following crop, besides making the ground more easily plowed in the fall. Nothing aids a clay farm more than real thorough after harvest and fall cultivation. Ridging the ground the very last thing in the fall is almost sure to pay and to pay well. One good plowman can ridge three acres per day, and this we found made a difference of five or ten bushels per acre in the crop. We found, too, that ridged ground can be worked earlier in the spring on account of the wind and sun acting on a greater surface, the ground dries just a little sooner than ordinary worked soil. Another advantage it has is that it costs less to put it in good condition in the spring, and it is a very important point to eliminate as much extra work in the spring as possible and yet have a good seed bed. From our experiments here on the Farm we have ascertained that one day's delay in spring seeding means at least one or two bushels per acre less in the yield. Two weeks delay usually means considerably less than half a crop. In other words if you have two weeks plowing to do in the spring that should have been done in the fall the result will be a fifty per cent. crop, due more to lateness of seeding than to any other cause. Spring plowed ground will not stand a period of dry weather as will fall plowed ground and this also tends to reduce the yield. Too much cannot be said for thorough after harvest cultivation together with fall plowing, and it is to be hoped that the settlers over the whole Timiskaming district will take this to heart and at least make some attempt to accomplish this end for it is the key note to successful farming here.

DRAINAGE.

Two years ago we bought a ditching machine and started two drainage experiments in this district. This ditcher was then sent to other parts of Northern Ontario for drainage purposes and is now stationed at Sault Ste. Marie, where farmers who wish to drain their land can hire a ditcher from the Government. The one experiment in Timiskaming is on John McFarland's farm near New Liskeard and the other experiment was placed on the Farm here. These have been carefully watched for two successive seasons. Both seasons have been rather inclined to be dry and in fact this season was very dry, thus we have not as yet been able to show any appreciable increase in crop due to drainage. What increase there was might be attributed to the extreme sub-soiling the ground received immediately above the drains.

Many people claimed that Timiskaming clay was so heavy, and the particles of clay so closely set together, that drains would not work. This idea can now be very emphatically denied as our main outlet with a five inch tile at the opening was discharging drainage water both last spring and the spring before at the rate of 2,000 barrels per day or more. Even before the snow left and when it was still two feet deep or more these tile were gushing forth full of water, and they continued to run until about the first of July.

While we have not noticed any appreciable difference between our drained and undrained last as yet, we still continue to believe that the drainage will assist the land in wet seasons. This spring the drained land was very carefully watched, in fact I made half daily trips across the Farm to investigate. On several occasions I made practically scientific investigations, but could see no appreciable difference

between the drained and undrained surface. The land was all sown at the same time, the crop was uniformly even all over the field. The crop included red clover, oats, flax, turnips and potatoes, all sown crosswise over the drained area with both ends of the field undrained and the centre drained, thus affording any one a good opportunity of seeing the difference providing there was any. We believe, however, that our land does not need draining nearly as badly as does some other land, and that we would want to study the matter more carefully for a number of years before deciding definitely either one way or the other.



Tile drains run in the spring while the snow is still quite deep as is shown here at the main drain outlet.

COST ACCOUNTING.

Through our accounting system we have figured out the following costs. As this includes only one year we hope to have this work continue and thus arrive at a place where we will have more reliable data. Conditions change from year to year,

for instance our regular plowing cost us \$2.20 per acre in 1915, whereas in 1916 the ground was more difficult to plow and labor was high in price, with the result that our plowing cost us \$5.00 per acre.

New land plowed at the rate of .9 acres per day.

Old land plowed at the rate of 1.8 acres per day. Hay cost us \$1.20 per ton to harvest. A very heavy crop near the buildings with very favorable weather conditions.

ACCOUNTING METHOD SHOWING EXACTLY HOW IT APPEARS IN OUR BOOKS.

Date, 1916.	Field No. 4.				Crop, Oats.					
	Hauling Manure.		Discing.		Rolling.		Harrowing.		Sowing.	
	Hours.		Hours.		Hours.		Hours.		Hours.	
	Men.	Horses.	Men.	Horses.	Men.	Horses.	Men.	Horses.	Men.	Horses.
May 1.....	5	5	.....	.....	.....	.....	.....	.....	.....	.....
2.....	10	10	.....	.....	.....	.....	.....	.....
3.....	5	5	.....	.....	.....	.....	.....	.....
4.....	20	20	.....	.....	4	4	.....	.....
5.....	8	8	.....	.....	8	8	.....	.....
6.....	1	1	.....	.....	7	7

COST ACCOUNTING WITH A THREE AND A HALF ACRE FIELD OF FALL WHEAT SOWN ON AUGUST 25TH, 1915, HARVESTED AUGUST 4TH, 1916.

Nature of Work.	Hours.		Cost per Hour.		Total Cost.	Remarks.
	Manual.	Horse.	Manual.	Horse.		
Plowing	18	18	c. 20	c. 20	\$ 7 20	Fall work.
Rolling	7	7	20	20	2 80	
Discing	10	10	20	20	4 00	
Harrowing	12½	12½	20	20	5 00	Formalin 25c.
Treating Grain	1	.....	20	.....	45
Sowing	5	5	20	20	2 00	
Seed	5 00	5 bush. at \$1.00.
Harrowing	3	3	25	25	3 00	
Reaping	3	3	25	25	3 00	
Twine	1 60	Spring work.
Shocking	3	.....	25	.....	75
Hauling in	6	3	25	25	2 25	
Threshing	10 50	10c. per bush.
Rent of Buildings and Land .....	.....	.....	.....	.....	5 50
Machinery Cost .....	.....	.....	.....	.....	3 15
Baling Straw	10 00	\$2.00 per ton.
Cleaning Grain .....	.....	.....	.....	.....	2 10
Marketing Grain .....	.....	.....	.....	.....	5 00
" Straw	10 00	2c. per bush.
Total Outlay .....	.....	.....	.....	.....	\$83 30

Yield— 30 bush. per acre on 3½ acres.	
105 bush. wheat at \$1.50 per bush.....	\$157 50
5 tons straw at 8.00 per ton.....	40 00
Total Revenue	\$197 50
	83 30
Total Profit.....	\$114 20

Counting the value of the straw as nothing it will be noticed that in this particular instance we produced wheat for 56c. per bushel. But as straw can be readily sold for a good price in this district we are assured that wheat was produced for considerably less, and as we have had a thirty bushel per acre yield for three successive years we feel that with us fall wheat is a profitable crop to grow.

LAND CLEARING—COST PER ACRE (1915).

	Manual.	Team.	Powder.	Branding.
	\$ c.	\$ c.	\$ c.	\$ c.
Lot No. 1.....	12 38	1 60	3 85	3 04
“ 2.....	11 08	2 12	4 63	3 04
“ 3.....	14 08	3 28	4 80	3 04
Average	12 67	2 33	4 42	3 04

This clearing was done on slashing which was six or seven years old, the stumps had been partly consumed by fire and some of them were beginning to rot, but underbrush had grown up ten feet high or more. Manual labor is reckoned at \$2 per day and team labor at \$4, and stumping powder at \$8 per box. The stumps were burned before they had dried and thus the branding cost altogether too much.

ORNAMENTAL TREES.

A number of different kinds of small trees have been planted on the Farm with the idea of beautifying the premises. These were planted in nursery plots and then transferred to different parts of the Farm.

Manitoba Maples were found to do very well, in fact all the varieties have done well so far including the Scotch Pine, Common Spruce, Red Pine, Balm of Gilead, Poplars, Mountain Ash, Cedar and tame Elderberry.

A number of settlers in the north country have been inquiring here from time to time regarding ornamental trees and all such settlers should be given every encouragement in this line. Nothing strikes the visitors from the south more than to see settlers' homes without any trees either around the yard or in the lane. Nothing adds more beauty and makes things more homelike about the premises than to see a few nice trees well planted.

THE GARDEN.

In choosing the ground for a garden there are several things to take into consideration.

The Location.—This of course should not be too far distant from the house and it should be on a piece of ground well drained and it should not be by any means placed on a white clay hill. While there are some good gardens on clay hills it usually takes years to prepare such ground, and, moreover, the ground is later in the spring.

The Soil should be a mixture of black muck and clay, well drained and preferably facing the south. It should be much longer than it is wide in order that a horse may be used in cultivating. Barnyard manure should be put on the ground early in the fall and plowed under at once. This soil should be ridged up again late in the fall, but this is not always practicable. In any case the ground should be left as rough as possible in order that the frost may work on the surface. This will make a nice mellow seed bed for garden seeds, when well worked in the spring.

RASPBERRIES.

In the spring of 1915, we planted 50 small Herbert raspberry bushes, and during the summer 10 of these died and were re-placed by 10 others of the same variety, the following spring. All these bushes were alive and doing well in the fall of 1916.

The height of the bushes range from one to three feet. •Nearly all the wood on the bushes was new and the leaves were still green and hardy on October 1st. The yield of berries was not at all large, on account of the fact that there had been very little new wood the year before. The berries were of a very fine quality, and we have every reason to believe that this variety will do well in this district.

THIMBLE BERRIES.

We are trying two varieties of thimble berries as well as a number of different varieties of gooseberries all of which give promise of doing well.

DEWBERRIES.

Six dewberry bushes were planted in the spring of 1915, and were still alive in the fall of 1916, but had produced no fruit during the summer.

ELDERBERRIES.

In the spring of 1916, we imported from Old Ontario a number of elderberry roots. These roots grew and the stalks became about a foot high before fall. Wild elderberries can be found in nearly all parts of the north country, and we have good reason to believe that the tame berries will do well here. The bushes are sometimes used for ornamental purposes, set out on the lawn and the berries have an exceptionally fine flavour, and are particularly useful for making pies.

VICTORIA BLACK CURRANTS.

In the spring of 1915, we planted four dozen small black currant bushes. These all lived and produced a small quantity of fruit the following year. The bushes seem very hardy and the sample fruit was good. Black currants can be very easily reproduced by cutting off the tips and planting them in the spring.

RED CURRANTS.

Red currants do not seem to be so well adapted to our conditions as the black currants. Out of the four dozen which we planted in the spring of 1915, forty were still alive in the fall of 1916, about a dozen of these, however, appeared to be rather delicate.

WHITE GRAPE CURRANTS.

We have tried a number of white currants, ten of these were planted in the year of 1916, and were all alive and doing well in the fall.

CURRANTS.

We are trying out a number of different varieties of currants including the Climax, Eclipse, Prince Albert, Clipper, Topsy, Red English and London Market. All of the Clipper and Topsy variety died during the summer. The Eclipse and the Red English seem to do the best. In all we have twenty-seven plants alive.

STRAWBERRIES.

In the spring we planted thirty different varieties of strawberries, but owing to the dry weather not many of them grew. Many settlers in the district, however, who planted strawberries a few years ago had a good supply of berries this year as usual. It would appear, however, that the late varieties do the best, as the blossoms are not so susceptible to the early frosts.

RHUBARB.

There is no difficulty at all in growing rhubarb. We had sixty hills of this all alive and doing well. Some of the stalks were nearly two feet long and it seems as if rhubarb grows more rapidly here than it does farther south. This seems to make it more tender, and it also seems to add to its flavour.

ASPARAGUS.

One hundred small roots of asparagus were planted in our garden in the spring of 1915, and in the fall of 1916, forty of them were still alive, but none of them were growing as strong as one would wish. This was due more to lack of regular attention than anything else, and to the fact that this plant requires an exceptionally well worked and rich soil.

HORSE RADISH.

Eighteen stalks of horse radish were planted and seemed to grow just as vigorously here as elsewhere.

ROOTS.

The garden parsnips, turnips, sugar beets, table beets and table carrots were all a decidedly good crop, and we see no reason at all why each settler in the north country cannot grow good garden vegetables. Different varieties of radishes were tried and apparently all varieties do well, but special attention might be given to winter radishes. The Black Spanish winter radish makes a very good table vegetable for winter use. Several varieties of cabbage were tried, mostly early varieties, and we found that we could produce very good hard heads of cabbage of nearly any variety.

Spinach was planted for table greens and anyone who is fond of table greens of this kind would do well to plant a little of this in their garden.

Three varieties of garden peas were tried namely, the Maclean Advancer, American Wonder and Gradus.

POTATOES.

From our experience in garden work here on the Monteith Farm, we have every reason to believe that every settler could have a good garden and could produce a great many vegetables for his own use not only during the summer, but for his use in the winter time as well. It must be remembered of course that a garden requires special attention, if one wishes to produce good things. It would be much better if each settler would have only a small garden and have it well worked, than to have a large one, half worked. It would be better if garden vegetables were put in long rows instead of beds, as in this way a horse could be used in cultivating. This would eliminate some of the more tedious work, but one cannot have a good garden unless the ground is well worked, and it requires regular systematic and constant attention.

In the summer of 1915, we planted two rows of potatoes in our garden, these did very well, but we neglected to take them up in the fall. In the following



Sunflowers on the Monteith Farm early in October.

spring these potatoes having not been frozen during the winter came up strong and produced a very heavy crop. These potatoes have been left in the ground this year, and it will be interesting to know the result another year.

CORN.

We planted one row of early corn from seed which was matured in Ottawa. This corn was sown on the 10th of May, and froze down on the 20th of September, and produced a crop of corn fit for table use. Along with the corn we planted some sugar cane, but this did not do nearly as well as the corn. Corn, however, is not to be counted on as a regular crop, although in the New Liskeard district some gardeners report having matured table corn regularly for five or six years or more.

SUN FLOWERS.

A row of sun flowers was planted in the garden on the 10th of May, along with the other garden crop. These sun flowers grew and did very well, and were not frozen down until after the 1st of October, even then there were quite a number of green leaves on them. Some of this seed matured very well, while some of it was not well filled when the frost came. Some of the stalks attained the height of eight or nine feet and had heads which were more than ten inches across. While sun flowers are not usually grown as a commercial crop we find here that they make an attractive border for the garden.

FLOWERS.

STALKS.—We planted a number of stalks about the 10th of June, these plants had small buds at this time which soon came out in flower and kept flowering all summer, and some of them had quite a number of flowers after the first week in October. These flowers stood more frost than potatoes, corn or sunflowers.

ROSES.—Beautiful garden roses can be grown nearly anywhere, and wild roses are to be found from one end of the country to the other.

Hollyhocks, snapdragons, asters and pansies all do very well. Red sunflowers make a very satisfactory back ground, while sweet alyssum makes a very pretty border plant and stands a great deal of frost. Pansies too, make a very pretty border, and they will remain in blossom long after the first frosts have come. Stocks, sweet alyssum and pansies could be seen in blossom long after the potatoes had been frozen down in the fall. It seems to take more than ten degrees of frost to affect these plants.

ORCHARD.

It is a little too early in the history of New Ontario to be able to say anything definite regarding orchards. Quite a few settlers in the vicinity of Englehart and New Liskeard planted out apple trees a few years ago, and some of the young trees have already produced a small quantity of fruit. Further north in the Claybelt section a few settlers have planted out a few trees, but they are still quite small. Generally speaking, the settler plants varieties that he likes rather than varieties which would seem more suitable for our climate, with the result that we have numerous instances of young apple trees which have lived for six or seven years, and have been frozen down each successive year at least to the level of the snow. It has been proven, however, that this is not the case with hardy varieties such as some of the Russian crabs. With this data at hand, we have undertaken to plant out an orchard here on the farm.

We set out an orchard consisting of about forty different fruit trees. We purchased our nursery stock from Manitoba firms thinking that by securing it there we would get trees that were more adapted to our conditions as it is altogether likely that nursery companies of Western Canada will be more familiar with the hardy varieties. We planted out six of each of the following varieties of apples:—Whitney, Transcendent, Hymans, Hyslop; two each of Charlomoff, Antonovka, Hiberna.

SEEDLING APPLE TREES.

Pattens Greenings.—Of this variety which were planted in the spring, we had seventeen alive in the fall.

Duchess.—Of this variety we had eleven alive in the fall. They seem to have grown a little more than the *Pattens Greenings*, but this may have been due to the variation of the soil.

Ausian.—Eight of this variety were alive in the fall, one or two of which were very small.

Hoadley.—This variety seems to have grown just a little more vigorously than any of the other seedlings in the row, twenty-two of these were alive and doing well.

Antonovka.—Eighteen of this variety were alive in the fall, but were not uniformly good.

Anis.—Nineteen of this variety were alive and uniformly good.

GRAFTED APPLE TREES.

Lowland Raspberry.—Six of these were planted in the spring and all did well during the summer, some of them having grown two feet or more.

Anis.—Six of these were planted, but did not seem to grow as much as the *Lowland Raspberry* trees.

Charlomoff.—Six of this variety all doing well, but more spreading in habit than any of the other varieties.

Dudley.—Six of these were planted and all are doing well.

Wealthy.—Six of these were planted in the spring, but did not seem to be quite as strong in appearance as the others.

PLUMS.

Although they are not by any means common, wild plums can be found in nearly all sections of the north country. Knowing this, it is only natural to suppose that hardy varieties of tame plums would probably be able to live through our cold winters. Along with our apple trees we have planted out two each of the following varieties:—*Aitken*, *Cheney*, both of which have been found to be reasonably hardy in Manitoba, and we are rather inclined to believe that if they do well there they should do so here.

CHERRIES.

Wild cherries of various kinds but especially bird cherries and choke cherries can be found locally in nearly every village along the T. & N. O. railway, but there is such a wide variation between these and the ordinary tame cherry that it is very doubtful if even the hardiest varieties would be able to survive our climate. We have, however, planted two different cherry trees both of which have been known to be reasonably hardy in the Western Provinces. The one tree represents the *Compass*, while the other represents a variety called the *Rocky Mountain Cherry*.

This young orchard, as indicated here, was planted out in the spring of 1916, and nearly all the trees grew and did well during the summer. It will, however, be interesting to watch this orchard as it is practically the only orchard of its kind in the north country. Mr. F. M. Clement, of the Horticultural Station at Vineland, Ontario, was general supervisor in ordering the stock and also inspected the ground and chose the location.

LIST OF EXPERIMENTS.

No. of Exp't.	Plot Conditions.	Variety.	Remarks.
1	Rape	O.A.C. No. 21	
2	Barley	Marquis	
3	Spring Wheat	Prelude	
4	Spring Wheat	Industrial	
5	Oats	Yellow Russian	
6	"	White Wave	
7	"	O.A.C. No. 3	
8	"	O.A.C. No. 72	
9	"	Oats, Peas and Vetches...	
10	Mixture for Silo	Oats, Peas and Vetches...	Common Vetches.
11	Vetches (alone)	Common Vetch	
12	Peas	Early Britain	
13	"	Prince Albert	
14	"	Sippinaw	
	Field Conditions.		
15	"	Prince Albert	
16	"	Sippinaw	
17	Oats	O.A.C. No. 3	2 bus. per acre.
18	"	O.A.C. No. 3	2½ bus. per acre.
19	"	O.A.C. No. 72	
20	"	O.A.C. No. 72	Treated.
21	"	O.A.C. No. 72	Untreated.
22	"	White Wave	
23	Oat & Pea mixture.....		
24	Fall Wheat	Dawson's Golden Chaff .	On clover sod.
25	" "	" " "	On new land.
26	Spring Wheat	Marquis	" " "
27	Barley	O.A.C. No. 21	8 pecks per acre.
28	"	O.A.C. No. 21	7 " " "
29	"	O.A.C. No. 21	6 " " "
30	"	O.A.C. No. 21	Spring plowing.
31	"	O.A.C. No. 21	Fall plowing.
32	Flax	Blue Blossom	
33	Clover seed	Red	Full growth.
34	" "	"	Trimmed June 1st.
35	Timothy seed		One acre.
36	Alsike "		" "
37	Alfalfa "		" "
38	Red Clover seed		" "
39	Turnips		(Sown on ridges made last fall.)
40	"	Prize Purple Top	
41	"	Bronze Top	
42	Potatoes	Early Eureka	Common.
43	"	"	(Planted very deep) common.
44	"	Extra Early Eureka	Common.
45	"	Davies Warrior	
46	"	Empire State	
47	"	Gold Coin	
48	"	Early Rose	
49	"	Beauty of Hebron	
50	"	Gertrude	
51	Soil limed		2½ tons per acre.
52	" unlimed		
	Garden.		
53	Rhubarb seed		
54	Sunflowers		
55	Corn		
56	Sugar Cane		
57	Sugar Beet		
58	Table Beet		
59	Parsnips		
60	Turnips		
61	Carrots		
62	Spinach		
63	Peas	MacLean's Advancer	
64	"	American Wonder	
65	"	Gradus	
66	Onions	Yellow Globe	
67	"	Market Maker	
68	Winter Radish	Long Black Spanish	

LIST OF EXPERIMENTS—Continued.

No. of Exp't.	Plot Conditions.	Variety.	Remarks.
69	Summer Radish	Round White Tipped	
70	Raspberries	Herbert	
71	Black Currants	Victoria	
72	Red Currants	Fay's Prolific	
73	Strawberries	Parson's Beauty	
74	"	Sample	
75	"	Williams	
76	Gooseberries	Houghton	(No. planted) 10.
77	"	Pearlx	" " 10.
78	"	Downing	" " 10.
79	Thimbleberries	Synder	" " 8.
80	"	Triumph	" " 8.
81	Currant cuttings	Climax	" " 25.
82	"	Eclipse	" " 25.
83	"	Red Greenfield	" " 25.
84	"	Prince Albert	" " 25.
85	"	Topsy	" " 25.
86	"	Red English	" " 25.
87	"	London Market	" " 25.
88	"	Clipper	" " 25.
89	Seedling Apples	Antonovka	" " 20.
90	"	Anis	" " 20.
91	"	Hoadley	" " 20.
92	"	Ausian	" " 10.
93	"	Duchess	" " 10.
94	"	Pitten's Greening	" " 20.
95	Two Year Apples	Lowland Raspberry	
96	"	Anis	
97	"	Charlomoff	
98	"	Dudley	
99	"	Wealthy	
Orchard.			
100	Apple Trees	Whitney	(No. planted) 6.
101	"	Transcendent	" " 6.
102	"	Hymans	" " 6.
103	"	Charlomoff	" " 2.
104	"	Antonovka	" " 2.
105	"	Hibernal	" " 2.
106	"	Duchess	" " 2.
107	Plum Trees	Aitkin	" " 2.
108	"	Cheney	" " 2.
109	Cherry Trees	Compass	" " 1.
110	"	Rocky Mountain	" " 1.
Flowers.			
111	Perennial Fox Glove....		
112	Feverfew		
113	Scarlet Lightning Plant.		
114	Shasta Daisy Perennial.		
115	"		
116	Oriental Poppy		
117	Yellow Marguerite		
118	For-Get-Me-Not		
119	Holly Hock		
120	Snap Dragon		
121	Perennial Lark Spur ...		
122	Sweet William		
123	Columbine		
124	Aquilegia Columbine ...		
125	Red Sunflower		
126	Campanula Canernum .		
127	Gaillardia		
128	Pink Mallow		
129	Pansies		
130	Asters		
131	Stocks		
132	Roses		
133	Sweet Alyssum		

The above list of crop experiments will render it more easy to understand the nature of the work being carried out here on the farm. Live stock experiments are not listed here.

IN THE MATTER OF A
ROYAL COMMISSION
TO INQUIRE INTO THE
Administration, Management
and Welfare
OF THE
Ontario School for the Blind

Report and Recommendations of
NORMAN BLAIN GASH, K.C., LL.B.,
Commissioner.

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO



TORONTO:

Printed and Published by A. T. WILGRESS, Printer to the King's Most Excellent Majesty
1917

Printed by
WILLIAM BRIGGS
Corner Queen and John Streets
TORONTO

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TO COL. HIS HONOUR, SIR JOHN HENDRIE, K.C.M.G., C.V.O.,

Lieutenant-Governor of the Province of Ontario.

SIR,—In pursuance of your two Commissions directed to me and bearing date the 26th day of April, 1916, and the 9th day of May following (the later revoking and replacing the earlier) to enquire into certain complaints made to the Department of Education of the Province, against the internal discipline and management of the Ontario School for the Blind, Brantford, and to report upon the same, as well as the general administration, conduct and welfare thereof, and any other matters or questions arising thereout, or in the course of the inquiry, I have now the honour to report as follows:

The complaints above referred to were, in the first instance, contained in two letters dated March 11th, 1916, and April 3rd, following, addressed to the Department of Education, and signed by some forty-two male students of the School, the first of these being short and of a general nature and the second setting out at considerable length the grievances complained of.

On May 2nd, following, I visited the School and interviewed Mr. H. F. Gardiner, the Principal, and showed him the letters referred to, as also my authority for proceeding with an investigation, and discussed at length these complaints, as well as the general management and conduct of the School, and at my request he arranged a meeting for me in the Assembly Hall, of the male students, whose names appear as signatories to these letters.

At the interview with the students following, all these boys were present, except two, unavoidably absent. I read the letters to them and enquired as to how and by whom these letters had been prepared, and was satisfied as to the authorization of all their signatures.

Owing to the general and somewhat indefinite nature of the second letter to the Department, I requested them to formulate in a more concise and specific manner the particular grievances which they desired to have investigated, as also their suggestions for improvements, and subsequently received the letter from them dated May 3rd, following. A copy of these three letters accompanies this report.

EXTENT OF ENQUIRY.

Following the enlarged scope of my Commission and the instructions of the Minister in charge of the Department, that a full and complete investigation should be made of these complaints, as well as of the general management, administration, conduct and other matters pertaining to the progress and welfare of the Institution, I not only made a thorough preliminary enquiry to satisfy myself as to the nature and extent of the complaints, and the causes leading to their being laid before the Department, as well as the evidence that could be adduced to substantiate same, but also, in the formal inquiry following, allowed the students every proper and reasonable liberty and opportunity to bring to my attention any grievances and suggestions in connection with the management of the Institution, whether previously complained of to the Department or not.

At the first sittings, all the boys who had signed these letters were present throughout the day's proceedings, and, subsequently, in order to interfere with the conduct of the School as little as possible, and at the same time to insure a large representation of the complainants, I requested these students to select ten of their number to represent them before the Commission in the subsequent proceedings. This was approved of and ten of the more advanced and representative pupils were selected and attended subsequently to represent the complainants.

Sittings for the taking of evidence were held throughout the day at the Institution on the following dates, namely, May 16th, 17th, 18th, 22nd, 23rd, 26th, 27th and 30th, 1916, also at Toronto on June 5th, 14th, 24th and 30th, following.

The 42 pupils referred to comprise practically all the older boys in the School over 13 or 14 years of age, and 35 of them volunteered to give evidence.

At my request, some 30 of the older girls in the School met me to discuss any complaints or suggestions for the benefit of the School they might wish to make, and six of their number were appointed by them to represent the girls' section of the School and give evidence before the Commission.

In addition to these students, I examined the Principal, and nearly all the other more important officers and teachers on the staff, including also Dr. Marquise, the physician, and Dr. Bell, the oculist, of the School.

I also extended the inquiry to include a number of prominent ex-pupils of the School, who, I considered, might be in a position to give useful evidence.

The evidence was taken in shorthand by Mr. R. S. Stonehouse, a chartered stenographic reporter, of Toronto, appointed and sworn by me for the purpose. This evidence has been extended in typewriting, comprising two volumes of 1,288 pages in all, and a copy has been duly certified and forwarded to the Department.

Owing to the School term being then about concluded, and in order not to delay any action of the Department, I furnished the Minister with a brief memorandum of my preliminary recommendations and sug-

Extent of Inquiry.

gestions as to improvements to be inaugurated, reserving my formal report until an opportunity could be had, after the commencement of the fall terms, to visit a number of the most progressive institutions for the education and instruction of the blind in the United States.

Visits of inspection were subsequently made to the Perkins Institution and Massachusetts School for the Blind, Watertown, Mass., to the New York Institute for the Education of the Blind, New York City, and to the Pennsylvania Institution for the Instruction of the Blind, Philadelphia, Pa., also to a considerable number of workshops, industrial homes and other institutions for the blind in the United States. Besides this, I have had extensive correspondence and the benefit of a perusal of a large number of reports of various other important American institutions for the education of the blind, and associations connected with work for the blind.

Owing to the manner in which the complaints have been formulated, as well as to the scope of the Commission extending beyond them, I propose to deal with the matter of my findings under appropriate headings and follow the same with recommendations and suggestions looking to the improvement and betterment of the Institution, as well as other cognate matters arising in the course of the investigation.

CONSTITUTION.

Act.

The Ontario School for the Blind was established in 1872, under the authority of an Act of the Legislature, now contained in R.S.O. 1914, Chapter 273, and known as the Schools for the Deaf and Blind Act.

Section 4 of that Act defines the objects of this School to be to "educate and impart instruction in manual arts to such blind persons as are born of parents or are wards of persons *bona fide* residents of Ontario." Admission of pupils to the Institution is limited by the Act to those under the age of twenty-one years, except upon the written consent of the Minister of Education made upon the report of the principal of the Institution. Under Section 5, the principal is the chief executive officer of the School.

Rules and Regulations.

A set of rules and regulations purporting to govern the conduct of the School was found, after a search for me, by the Bursar. This was the only copy available and appeared to have fallen into disuse, both the Principal and the Assistant Principal, who had been there a great many years, appearing to know little about them. The Principal states that on taking office in 1903 he raised the question as to preparing a new set of rules, but that the Department did not then consider it necessary. (See p. 1,194, evidence.)

By-Laws.

The copy produced appears to have been printed in 1882 and to have been "Made by the Principal under the authority of the by-laws and approved by the Inspector," from which it would appear that by-laws also were then in force. Owing to changed conditions some of these are now inapplicable. The present routine of appointments and work, however, appears to conform substantially to these somewhat antiquated rules. The absence of any known by-laws defining the scope of authority and duty of the officers and staff, and of rules and regulations gov-

erning the School, or lack of familiarity with them (if still existing) among the officers and staff, I find to account in a large degree for the confusion and difficulties as to duties and discipline which have from time to time arisen within the Institution.

MANAGEMENT AND DISCIPLINE.

From the evidence adduced before me by the male pupils, I find^{Discipline.} that the letters, above referred to, contain the first notice to the Department of the numerous complaints set out therein, and that these students were induced to make formal complaint to the Department by reason of their general dissatisfaction with the manner in which discipline was being maintained, and the severe and unjustifiable methods resorted to in doing so, particularly on the part of Mr. Green, the Supervisor of Boys, and of Mr. Maloney, a literary teacher. This is conclusively brought out by Byron Derbyshire, one of the most intelligent and advanced of the male students, and one with considerable sight, who appears to have been instrumental to a large degree in preparing and formulating these complaints. This, however, was done after full discussion of these matters with the older male students, several of whom took an active part in their preparation, and all of whom concurred in and signed these letters, or authorized their signatures thereto. The immediate cause for these complaints was Mr. Green's punishment of a boy named Towner, on March 7th last, for what they considered an unjust cause in obliging this boy to help another crippled pupil to and from the dining room. A number of the boys met Mr. Green in the hall to protest against this treatment, when he lost his temper and struck the foremost boy, named Beach, in the face with his hand, and a general row ensued. Mr. Gardiner, the Principal, came up, and, at his request, the boys dispersed and a deputation of six waited on him to discuss the incident in his office. On this occasion, the Principal remonstrated with the boys for mobbing the Supervisor, and one of the deputation suggested that the Principal should endeavour to obtain better discipline in the School by removing Mr. Green. The Principal replied that he would report the matter to the Department and intimated the possibility that some of the boys would be required to leave the School. In testifying on this matter, at page 164 of the evidence, Derbyshire says: "They were of the opinion that if Mr. Gardiner had all the reporting to Toronto to do that some of the boys would leave instead of him, and they decided they wanted to write to Toronto for fair treatment, because we didn't see any reason why we should be treated in that way and have it said to us that some of us would be asked to leave, especially when there were no ring leaders." At page 165, upon being asked the question: "Did that incident then give rise to the writing of the first letter to the Department?" he answered: "That is what gave rise to the writing of the first letter to the Department." A reference to this evidence will more fully disclose the reasons which prevailed upon the students in the first instance to make their complaints.

I find, however, that the students have been quite justified in making these complaints about the manner in which discipline had been administered in the School, not only in the particular incident referred

Discipline. to by Derbyshire in this evidence, but also in a considerable number of other instances where unjustifiable methods of punishment were resorted to, not only by Mr. Green but also by Mr. Maloney, and, in a few isolated cases, by the Principal himself.

The charges against Messrs. Green and Maloney are too numerous to take up in detail, those against Mr. Green being over twelve in number and extending over a period of 5 or 6 years, and those against Mr. Maloney about ten in number, covering somewhat over two years.

The punishment complained of consisted in striking pupils in the face with open hand or fist, kicking, or boxing their ears violently. In a few isolated cases, the hearing in one ear of the students so chastised appears to have been affected to a greater or less degree, through a severe boxing on the ears, a most dangerous and reprehensible way of administering discipline under any circumstances, and particularly to those already handicapped by the loss or serious impairment of sight.

In answer to these charges, Messrs. Green and Maloney in nearly every case practically admitted the occurrences, but either disputed the degree of punishment inflicted or minimized its effect, and in some cases contended they were justified through fear of being mobbed, or circumstances of violence, or grossly disorderly conduct on the part of the students concerned.

As to both of them, I find, on the evidence, that in the large majority of these cases they inflicted excessive punishment and in a manner most unwarrantable and unbecoming an officer or teacher in the position they occupied, and destructive to their influence and the general discipline of the School.

Few of these complaints were carried to the Principal and they accordingly passed for the most part without his attention being called to them. The reason assigned by the students for not doing so was that, where complaints had been made to the Principal, they did not think that he had followed them up, or that any redress had come by reason of them, and there is only evidence of one case of hearing being affected having been brought to his attention and referred to the School eye and ear specialist for treatment, and in that case only one treatment was deemed necessary by the pupil himself. The students themselves do not appear to have taken their injuries seriously.

The cases in which the Principal was concerned were very few and extended over a good many years, and rarely consisted of more than a single blow with the open hand. In one case, however, occurring about three years ago, he admitted having used, under much provocation, a small wooden slat in striking a boy across the side of the head.

On the evidence as a whole, I cannot find that Mr. Gardiner has been guilty of practising undue severity or unwarrantable methods in administering discipline. The students complained in their evidence that he has from time to time threatened expulsion for various reasons, but this seems to have been with him merely a method adopted to secure proper decorum in the School.

I find that one or two of the most serious cases of punishment inflicted by Green or Maloney, including the Howard Hawkins case, which occurred in May, 1915, had been brought to the attention of the

Principal, and that he thereupon forbade them resorting to physical ^{Discipline.} punishment thereafter, and that the Department's Inspector has also, where any serious case has been brought to his attention, taken like action.

Another charge as to which evidence was adduced against Messrs. Green and Maloney was excluding the boys from the dining room for unpunctuality at meals. I find this occurred in a good many instances with various students.

The students complain that no bell is rung at seven o'clock for breakfast, and that, therefore, they have no proper means of keeping track of the breakfast hour, which has accounted for occasional **lateness** at that meal. The old rules referred to provide for the ringing of the bell at 7 a.m., as well as the rising bell at 6 a.m. If this rule were in force it could overcome the difficulty complained of.

Complaint is also made against Miss Radcliffe, a literary teacher, for not maintaining proper order and attention in her classes, through teaching from behind rather than in front of her pupils, and crocheting, etc., whilst teaching. These I regard as minor matters, which, under competent supervision, would speedily be corrected.

No serious complaint as to impropriety or severity in administering discipline appears to have been made, or any evidence adduced as to same, affecting any of the rest of the officers or staff, and these appear to have been able to maintain discipline without resorting to harsh methods.

I attribute the troubles which have arisen in this respect to a lack of uniform and definite rules for administering physical punishment, where such is called for, as well as to the lack of a more thorough supervision, either on the part of the Principal or the Assistant Principal, of the pupils both in and out of classes.

The Principal's duties, as understood and defined by him in his ^{Principal's Duties.} evidence (commencing at p. 1,162), appear to be multifarious and generally embrace those of a superintendent or overseer over the whole Institution and its numerous activities. He does no teaching whatever, and his time appears to have been engrossed throughout the day, as also as a rule in the evenings, in keeping up with his work in the office, without the assistance of a stenographer, and also in running the printing bureau, which he established in 1907 and has devoted much time to, with considerable satisfaction and benefit to the students, through the large number of school books and works of general literature which he has turned out in point print. In his office he has taken personal charge of all the various books of record and accounts to be kept, as well as of all the correspondence, using the typewriter himself for this purpose, receiving special visitors, endeavouring to keep abreast of the times with his exchange reports, preparing the semi-annual reports for the Department, looking after the property of the Institution and in many other ways, as his evidence discloses. These duties have consequently left him insufficient time to visit classes for inspection purposes or to supervise more thoroughly other important activities of the School.

The Principal admits that he had encouraged the members of the staff to administer discipline personally, rather than to refer the cases to him, as he did not desire to be made a "whipping post," as he ex-

pressed it. He considered that procedure would affect his usefulness and influence among the pupils. (See evidence p. 1,193.) The Principal expressed himself as being against the policy of administering physical punishment as a rule, but that some of the blind children with whom they had to do, had been petted and spoiled and become very disobedient at home, and were very difficult to manage, and on that account corporal punishment had to be resorted to at times, in some form.

OFFICERS AND TEACHING STAFF.

Officers.

Under the Act, the head of the School is called "Principal," and there is no provision for an officer known as "Assistant Principal," although in the former's Departmental reports Mr. Wickens, the head of the Literary Department, is termed "Assistant Principal." Authority possibly may have been given for this in the original by-laws.

The duties of the chief executive officer would appear to be sufficiently onerous if confined largely to the task of supervising the efficient operation of the various departments of the School work, and the general administration and management of the School. In addition to this, he should keep in close touch and sympathy with the student body by giving addresses and talks on appropriate subjects for the purpose of imparting general and special knowledge and culture, at roll call and at the evening reading hours, and other convenient occasions. His position in such an Institution is more that of a superintendent than of a principal, and I think he should be preferably so called, and an efficient educationist, of undoubted attainments, special training and sympathy with the work, should be in the position of the Principal of the School, more especially as head of the Literary Department, and to act as Assistant Superintendent in the absence of the Superintendent.

Principal.

The present Principal, who is in his 67th year, is a graduate in arts of Albert College, and holds an M.A. degree, and is undoubtedly a man of liberal education and a capable linguist in a number of foreign languages. In his earlier days he taught school for a couple of years. In later life, prior to his appointment in 1903, he was a prominent newspaper editor in this Province. He has undoubtedly done good work in connection with the printing bureau in the N.Y. point type—a system which he found in use at the time of his appointment, and continued—and in many other ways has endeavoured to advance the interests of the School. He belongs to that school of educationists for the blind who do not consider it proper policy to show sympathy in any form with the blind, but believe they become more self-reliant and self-dependent by throwing them on their own resources as much as possible, and that idea, coupled with his naturally brusque manner and outspoken form of speech, has not conduced to promote his influence among the pupils, or, in my opinion, to further the best interests of the School.

Assistant Principal.

The Assistant Principal, Mr. Wickens, is now past his 70th year, and has been forty years in service in this Institution, in connection with the Literary Department. He holds a second-class Departmental Certificate, and appears to have given a considerable amount of satisfaction

to the students, as no complaints have been made against him as a teacher or as a disciplinarian. Both of these officials appear to be prejudiced against the employment of qualified blind teachers in any leading position in the Institution.

In my opinion these positions could both be more ably filled by younger, more enthusiastic and sympathetic educationists with special training and other necessary qualifications, and if one or other of them were a leading blind educationist, I think it would conduce to the welfare of the School, provided a man, without sight, could be found with proper qualifications for the office.

At present there is no teacher, without sight, in either the Literary or Musical Departments, including the Piano-tuning Department, and these are the principal departments in the School. ^{Blind Members of Staff.}

Mr. Donkin, the instructor in the Wicker-work Department, is practically blind, and is doing excellent work, to the entire satisfaction of his pupils.

Miss Cronk, the visitors' attendant, also does some minor teaching, and appears to be a most competent and well qualified woman for the purpose, and giving excellent satisfaction to all the students who come in contact with her. The same may be said of Miss Burke, assistant in the Knitting and Sewing Department, who is also without sight.

In a number of the foremost institutions of the kind in the United States, as also in England, and in the splendid school at Halifax, some of the prominent positions on the staff are filled by blind teachers or instructors, and they appear to be rendering excellent service. Particular mention may be made of the work of two very eminent blind educationists, namely, Sir Frederick Fraser, Principal of the Halifax School, as also Sir Francis Campbell, the late Principal of the Royal Normal College of London, England. Coupled with these distinguished names in educational and vocational work for the blind, should be mentioned that of Sir Arthur Pearson, likewise totally blind, who, as President of the National Institute for the Blind, and Chairman of the Board of St. Dunstan's Hostel for Blinded Soldiers and Sailors, London, England, has been devoting his great energies and ability, with marked success, to the special education, equipment and training of men blinded in the present war. In Halifax, the head of the Literary Department is also a blind man, and his work is very highly regarded. In some of the institutions visited in the States, the proportion of blind to sighted teachers was about one in three.

The advantage of having a few well qualified blind teachers on the staff lies, not only in the encouragement and inspiration which they naturally give to their pupils, but also in knowing their point of view and the difficulties the students meet with, and how best to meet them. For other obvious reasons, however, there should always be a preponderating admixture of sighted teachers.

LITERARY DEPARTMENT.

Mr. Wickens, the Assistant Principal, is at the head of this department, and the staff has also included Mr. Maloney, Miss Radcliffe and Miss Hanlon. There is also a kindergarten class taught by Miss

Middlemiss. The work is divided into junior, intermediate and senior classes, each teacher taking some work in all classes. Mr. Maloney holds a first-class Departmental Certificate, and the lady teachers a second-class Departmental, and all have had previous experience as teachers in Public or other schools.

Point-
Print.

There has been little, if any, complaint against the efficiency of these teachers. Complaint has been made, however, that some of them are not sufficiently conversant with the point print to be able readily to read and correct the pupils' exercises. This is not surprising, in view of the comparatively short time three of these teachers have been there, and the fact that they had no knowledge of point print before their appointment. Mr. Wickens, owing to the length of time he has been in the School, has acquired a perfect mastery of the point, and the others are able to read it slowly.

All the literary teachers should acquire a more thorough knowledge of the point print and be able to read and use it readily in the classes. Unless this is done, exercises go uncorrected or the class work is retarded by the lack of speed of the teacher.

Complaint has also been made that the point writing and reading have not been properly or systematically taught, and that students have largely relied upon picking it up from one another. I find it is of prime importance that this should be systematically taught to every student on entering the School, and that in class work speed exercises should be given so that students will become rapid and proficient in its use. In this way all class work will be facilitated and more and better work can be covered during the term.

Classifica-
tion.

Another complaint is as to classification of students in certain subjects. I find there is only one grade for all the students in each of the subjects of history, including British and Canadian, composition, literature and Bible history. This seriously retards the advanced pupils and prevents satisfactory progress for all. These subjects should be graded like the other literary work.

Elocution.

A request has been made by a number of the students, both on the boys' and the girls' side, that elocution should be added to the subjects taught in the School. They appear to take an interest in this subject, and recitations are given by pupils in their school entertainments. I think it would be conducive to their interests if this request were acceded to.

Curriculum
and Exam-
inations.

The curriculum in the main follows the Public School work, some subjects being omitted and others taught which are not included in the Public School course. For three days at the end of the term there is an annual examination conducted orally in class by Mr. Kilmer, Inspector of Public Schools for the City of Brantford. Each pupil is called upon in turn to answer a few questions and their standing is determined by the examiner on this test.

In a number of other progressive schools of this kind, the full Public School course has been adopted, and in some cases the High or Grammar School course as well, including work to University Matriculation.

As a result of all the evidence and my subsequent enquiry, I find it would be a distinct advantage to adopt the entire Public School

course, with the ordinary Entrance Examinations in writing at the end. The papers could be dictated to the pupils to take down in point, or a sufficient number of copies made in the printing office to distribute among them. Their answers should be written in point and dictated or typewritten by the students writing on the examination.

I find also there are a small number of advanced pupils who would take advantage of the High School course, if available. This number might not be more than ten or twelve. In the absence of other arrangements being made in the High Schools for such as may desire to pursue these studies, by either providing for paid readers, or printing the text books in point type, provision should be made, as soon as practicable, for this work being conducted in the only school in the Province with facilities for the purpose. ^{High School Work.}

It has been estimated that the blind are handicapped to the extent of fifty per cent. in earning capacity, when placed in competition with their sighted fellows in manual occupations. It is, therefore, of great importance that those bereft of sight, who have the necessary ability, physical energy and ambition in that direction, should receive as liberal an education as possible. Apart from the intellectual training and satisfaction to themselves, it opens up for them many new fields of usefulness both to themselves and the community, and, from the standpoint of the State, is a wise investment, economically considered.

There has been an absence of proper supervision of class work on the part of the Principal, and nothing in the nature of regular faculty or staff conferences appears to have been held. ^{Supervision}

These details appear to me to be very essential to ensure proper and systematic progress being made, and to discuss the special problems of blind education, as also matters of discipline, which are constantly arising.

In carrying out the extended work above outlined, an additional teacher in this department would likely be found necessary.

MUSICAL DEPARTMENT.

This department embraces the teaching of organ, piano and theory, in its various branches, also violin and vocal and choral music, in accordance with a prescribed school curriculum. ^{Scope of Work.}

The staff comprises four teachers, namely: W. N. Andrews, F.G. C.M., Miss Smyth, Miss Harrington and Mr. Ostler. Mr. Andrews is the Musical Director, and teaches organ, piano, and vocal and choral music and all grades of theory. The lady teachers teach piano only, and Mr. Ostler violin only. The Director is only engaged at the School for half his time, the rest of his time being taken up in his professional work in Brantford, where he conducts the Brantford Conservatory of Music, and has other outside interests. He is a graduate of the Conservatorium of Music London, England, as also of the Leipsic College of Music, and has been in the musical profession for many years, and ought to be a well qualified musician, besides being a man of culture and gentlemanly bearing. ^{Staff.}

In the various branches of this department, there are about seventy students in all, and the equipment consists of one pipe organ, seven ^{Pupils' instruments}

practice pianos on the boys' side and eight practice pianos on the girls' side. Besides these, the teachers have their private pianos in their own rooms, upon which lessons are given.

Half Day
System.

One complaint the students make is that the half day system for the director is inadequate, and that a regular and efficient director should be engaged to devote his whole time to this department. Coupled with this, is the complaint that Theory, which includes harmony, counterpoint, rudiments and history, etc., is not taught in accordance with the curriculum, or in proper and logical sequence, and that there has been too much skipping of work, and splitting of grades.

Theory.

As to these matters, I find that the work devolving upon the Musical Director of this department is so extensive and responsible as to call for the exclusive services daily of a thoroughly well qualified musical director, and that the present system, which divides the Director's time between the School, on the one hand, and his outside interest, on the other, is not conducive to the proper teaching and progress of this department.

Curriculum.

The work in theory is divided into seven yearly grades, and owing to the fact that the students have had no copies of the curriculum to refer to, much confusion, as well as dissatisfaction with the work actually covered, appears to have resulted. If the curriculum were printed in point type and a copy given to each member of the class at the commencement of the session, it would help to remove the difficulty in this respect. The pupils would then know in advance the work to be covered, and at the same time could check the work done. Under existing arrangements, I find the grades have been split up considerably and the students have not been able to receive satisfactory attention in all the branches of theory called for by the curriculum.

Grade
Splitting,
etc.

Classifica-
tion.

Then, again, the present classification I consider defective. Students, with special ability, as well as the ambition and energy to become thoroughly qualified in music, and follow it up as a vocation after leaving the School, are placed in the same class in theory with those who neither have the ability nor the intention to do so, the result being that the vocational students are seriously hampered in their work. If this could be rectified, it would largely enhance the value of the vocational music training in the School.

Staff
Notation
and Normal
Course.

The pupils further complain that staff notation, and also the science of teaching, have not received proper attention. The Director states that these come in a grade by themselves, known as the 8th or Teachers' Grade, and were taken up in the preceding year and did not properly come in the course for the year ending June last. This branch, which practically constitutes a normal course in music for those wishing to teach, is indispensable to the success of a blind teacher. I find that staff notation was introduced into the School in 1907, during Mr. Andrews directorship, and that it was not taught before that. Facilities for the work, consisting of a large staff board with metal characters, I inspected in his room, and there is no reason why it should not be taught in a regular and systematic way. Only in this way can the blind become familiar with the ink type, used by their prospective sighted pupils.

The method of conducting examinations in theory is also objected <sup>Examina-
tions.</sup> to, and the complaint made that the Director has given assistance to some of the candidates by suggesting answers to the questions. Dr. Ham, the Examiner, prepares the papers and sends them to the School, and the Director presides, dictating these to the students, who take them down in point print. There is much conflict between the evidence of the students and the Director as to what took place on the occasions referred to, but too much assistance would appear to have been given, and this should be prevented by having a monitor or other independent person preside in the usual way.

The pipe organ complained of I find to be a very old one, having ^{Organ.} been in constant use in the School for some thirty years. It has been overhauled and repaired frequently, and all the witnesses agree that it is now completely worn out and useless, even as a practice instrument. The organ, as well as the practice pianos, are in constant use from about ^{Pianos.} 8 a.m. until 8 p.m.; except during meal hours; and there are not sufficient instruments of good quality to enable the students to have proper periods for practice. A number of the practice pianos, having constant and hard usage, are becoming worn out and require replacing. Pianos purchased for this purpose should be of superior quality, and approved by the Musical Director, or other person competent for the purpose. The suggestion is also made that the life of these instruments could be prolonged by attaching humidifying pans to the radiators or putting water-jars in the instruments, as well as that all the tuning and repairing of the pianos throughout the School should be done by the advanced tuning pupils under the immediate supervision of the Tuning Instructor.

There are eight pupils taking organ, three girls and five boys, and the course extends for three years. And there are several more applicants for organ teaching, who are unable to be admitted. Nearly all of the pupils in music, however, are taking up piano, and the same number of pianos would be sufficient, if all of the proper quality.

The Musical Director complains that he has not had the authority <sup>Director's
Authority.</sup> or supervision over his department, which he considered was due to his position, or the progress of his department, and I find that conflict has arisen between him and the Principal at times over details connected with his work. As the Director assumes responsibility for the failure or success of his department, he should be clothed with as much authority as possible in its management. The Principal should, of course, have general supervision to see that the curriculum is being carried out, and that due progress is being made.

The Director should also have a sufficient knowledge of point print <sup>Point-
Print.</sup> to correct with ease the students' exercises. Students upon being assigned to this department should be tried out by the Director for a reasonable period, and if they do not show sufficient ability or promise of becoming proficient, they should not be encouraged to proceed at any great length in the department, as the time of the teachers is required for others with the capacity and ambition to succeed. The Director is not sufficiently conversant with point print.

**Music as
Vocation.**

This is by far the most important vocational department in the School. It has many more students assigned to it, and the cost of equipment and maintenance is much larger. This is amply justified, however, by the promising field opened up to successful blind musicians for employment as organists and choir-masters, and for teaching piano and concert work, and the evidence shows that quite a number of blind graduates in music are doing well in their work.

Diplomas.

At the present time, diplomas are issued from the School, and signed by the Principal and Examiner, after the examinations above referred to. I consider it would increase the prestige of the School, as well as be a guarantee to the public of the efficiency of the graduates wishing to follow up music as a profession, if the Musical Department were affiliated with Toronto University, and examinations conducted and diplomas or certificates granted by that Institution, based on a uniform curriculum.

The printing facilities of the School could be used to assist graduates and furnish them with copies in point print of instrumental or vocal sheet music. This would overcome one of the greatest obstacles blind musicians have to contend with, as it is often difficult for them to procure an expert musical reader to dictate difficult music from the ink print.

TUNING DEPARTMENT.**Instructor
and Pupils.**

This is a department by itself, although the Musical Director claims it is a subordinate branch of the Musical Department, and as such should be under his supervision. Mr. J. D. Ansell is the Instructor in charge and has been since the fall of 1915. He states there are 25 boys and young men, in all, pupils in the department, and not one complaint is made by any pupil as to his efficiency or attention to his duties, but, on the contrary, all his pupils appear well satisfied with his services. He served his apprenticeship and received his training in London, England, as a tuner, regulator and repairer of pianos and such like instruments, and has had constant practice as a tuner for about fifteen years. Under the terms of his engagement, he devotes one-half day only for five days in the week to his duties, the rest of his time being devoted to his private work as a tuner outside the School. There are nine pianos, uprights and squares, in the department, and they are in constant use from early morning until late in the evening every day in the week, except Sunday. The instruments are all old, and at least four of them are worn out and unfit for retention for tuning instruction. These could, however, be used in the department for repairing practice.

Pianos.**Regulating
and Repair-
ing.**

No regulating or repairing has yet been introduced as part of the course, although a knowledge of these is quite as requisite to the qualifications of a successful tuner as a knowledge of tuning.

Under existing conditions, the course is supposed to be covered in three or four years, but, owing to varying ability of pupils and time devoted to it, there is a lack of proper system and progress. Each pupil is given instruction separately on a piano by the tuner, and there has been no class-work so far inaugurated.

There are no examinations during the course until completion, when the Examiner puts the candidates for graduation to a test in tuning, usually selecting one pupil from the class and getting him to do some test work. This is much too superficial and unsatisfactory. Each pupil should undergo a thorough examination, not only in tuning, but also in regulating and repairing, by an Examiner or Examiners competent in all phases of a practical tuner's work, and written examinations held on the theoretical part. If the standard set were high, and a diploma or certificate given on graduation after thorough examination, it would afford protection to the holders of these certificates against incompetent piano tuners, and also be a guarantee to the public of a certain standard of excellence and efficiency on the part of all graduated tuners. This policy would materially increase the usefulness of the Tuning Department and enhance the prestige of the School.

Tuning is undoubtedly a vocation in which the blind have made a decided success and offers a good means of livelihood to them. In Toronto, there are said to be about thirty blind tuners, all making a living, and some of them earn as high as from \$18.00 to \$25.00 a week salary, besides doing extra work of a private nature after hours. A senior pupil now in attendance from Haileybury was shown to have earned \$46.00 in two weeks during Christmas Holidays, tuning pianos in his home district—rather an exceptional record. This department is worthy of every encouragement and attention.

WICKER OR WILLOW WORK.

No complaints or criticisms were made by the pupils of this Department in the letters above referred to. The evidence, however, brought out matters that should be dealt with in the interests of this branch, and of the School.

Mr. W. B. Donkin has been in charge as the Instructor of this department for the past nine years. He is practically blind, but appears to have excellent qualifications for his position, and is giving good satisfaction to all his pupils, there being thirteen pupils in the Willow Shop at the time of the investigation, and this number appears to be a fair yearly average.

The shop consists of a two-storey brick structure, a short distance from the main building. The entire ground floor is used for instruction, and work by the pupils. The second flat is divided by a matched board partition into two compartments, one being used as a ware or showroom for the products of the willow shop, and the other as an Isolation Hospital for any cases of contagious diseases occurring in the School. Communication between the two flats is by means of an open stair-case, the landing of which is adjacent to the door of the Isolation Hospital.

Apart from measles, there have fortunately been few cases of such diseases in the School for a good many years. This hospital, however, is apt to become a grave source of danger to the frequenters of the willow

shop, and, besides this, its sanitary arrangements, as well as location, leave much to be desired, from the point of view of the patients themselves.

This should be removed to the old isolation ward in the upper flat of the main building, which Dr. Marquise, the School physician, considers much safer, as well as better adapted in every way for the purpose.

Further, the room now occupied by it is required for the willow shop. At present there is no storeroom for raw materials or assorting purposes, and by shifting the staircase to the side and rearranging the upper flat, a much more suitable layout could be made for the willow shop.

Scope and Value.

Broom-making.

The department, including basket-work, furniture-making, and chair-caning, is intended to provide industrial training for pupils of a mechanical turn who have not the necessary talent or taste for music or piano-tuning. Broom-making is sometimes combined with this department in other schools, but is not found here. In the American institutions, broom-making is generally considered a better and more promising occupation for the blind than willow-work, and better wages are said to be earned in it. The work, however, is best conducted in shops established separate from the school and requires a certain amount of special machinery and specializing processes of manufacture, besides a large, thorough and economical organization, with sighted supervision, to obtain results. In the absence of these shops, and as a means merely of preliminary instruction to these pupils, the work might be undertaken in a small way.

The evidence of the instructor himself goes to show that efficient and steady willow workers who have gone out from this department have made from \$1.00 to \$2.50 per day. Their difficulty is in procuring raw material and making sales of their output. Many workers for the blind strongly condemn it as an occupation for the blind, as bringing them in competition with sighted workers in the same and machinery in substitute lines, and it is not to be expected that anything but small wages can be earned at the work, in many cases not sufficient for self-support. Willow-work, however, is hand made, and heretofore there has been competition with German and Austrian made goods. The elimination of this product, which is likely to take place in the future, will in all probability benefit this handicraft.

SLOYD.

Sloyd.

Since the death of Mr. Lambden, in June, 1915, there has been no instructor in Sloyd, which includes hammock-netting. The School carpenter has at times given the boys some practice, but there has been no regular or systematic instruction.

Value.

Sloyd, or carpentering, is very useful to the blind as a fundamental and preliminary training for further industrial or vocational work, and is so regarded by all such institutions. It is useless to the blind as a means to acquire a livelihood, but it imparts mechanical skill and manual dexterity, so essential to blind workers. It is valuable also as a mental and physical training, and the work should be continued.

So far it has been confined to boys, but it is also useful, in a lesser degree, to girls, and occasional training for them also would not be amiss.

DINING-ROOM.

The dining-room service is under the control of the Matron, Mrs. Stewart, who also has general supervision over the kitchen, laundry and dormitories, besides the work of keeping the Main Building in order. There are two separate dining-rooms adjacent to one another, one for the boys, the other for the girls, also a dining-room for the staff, accommodating about fifteen persons, and another for the help.

A number of complaints have been made as to the boys' dining-room service. One is that the Supervisor of boys is late or irregular in his attendance in the boys' dining-room, and also that he punishes the boys who are unpunctual at meals by excluding them therefrom, and this charge I find established on the evidence.

The other complaints relate to improper cooking of certain dishes, insufficient potatoes and milk, soiled dishes and tables, obnoxious odors in the dining-room, and generally defective service. The older boys and girls also think they should have a better layout of dishes and more home-like appointments at the table.

I find that the Matron has been working under exceptional difficulties in procuring sufficient and competent help, and, for the last year or two, has been six short in her staff of servants. She has been attempting, after consulting with the Principal from time to time, to get along on the same schedule of wages as were paid a few years ago, and finds it practically impossible to do so. I find also that the help she has been able to get has been consequently far from efficient and subject to frequent interruptions and changes, with little or no notice. The present cook is a woman who has been in that position for over one year. She was formerly assistant cook, and was appointed to the position through inability to secure better service. She receives \$20.00 a month, whilst the wages for a good cook in Brantford during this time have been from \$30.00 to \$40.00 a month. There is also a male baker who makes the bread, pastry and puddings. I find, owing to the heavy work the cook is called on to do, a woman is not fitted for the position, and a competent male cook should be appointed in her place. The kitchen is underneath the dining-rooms, and a dumb waiter communicates between the two places. The odors from the kitchen naturally ascend to the dining-room and the approaches thereto.

From the evidence of the officers and staff examined as to these complaints, as well as from other enquiries and a personal inspection from time to time, I was not able to find anything particularly objectionable or unusual about the dining-room odors, except such as are necessarily incident to the conditions, nor was I able to receive any light from any of the sighted staff or attendants about the dining-rooms or kitchen, relating to the other complaints of defective service, except such as would arise from insufficient help.

I cannot help but attribute some of the complaints to a possibly more acute sense of smell and a certain super-sensitiveness attending those who have lost the sense of sight, as well as to sub-normal health, arising largely from a lack of regular physical exercises and out-door sports.

Provisions. The evidence of the Bursar, Principal and Matron all agreed that there was no lack of provisions of good quality, and that the same amount was being consumed as heretofore. I attribute any imperfections in the cooking to the lack of efficient cooks, and a lack of competent waitresses would appear also to account for other irregularities.

Wages. I find that the wages paid to the help, under the Matron's control, are much less than those for similar services in Brantford, and will need to be materially increased to provide better service. Under present conditions, however, there is bound to be more or less trouble in securing a full staff of competent help. This situation might be relieved, with benefit to the dining-room, as well as to the pupils in training, by allowing a selected number of the older boys and girls, with some sight, to assist in turn in waiting on tables. Some of them are taking domestic science now in the School, and this, under supervision, would afford a means of training in correct methods of serving.

Table Appointments. Etiquette. If this suggestion were adopted, and the Matron exercised due discretion and tact, and also provided more home-like appointments of table linen, dishes and cutlery for the older boys and girls, I think it would enure to the general benefit of this department.

Stress should also be laid on table etiquette by the members of the staff presiding at the meals.

Cottage Plan. The congregate plan of housing students, adopted when this Institution was established, is far from ideal, and, in the more progressive institutions, is giving way to the cottage system, which has many decided advantages to commend it, and, if reconstruction were at any time in the future found necessary, this plan should by all means be adopted, similar to that found in the Perkins Institution.

HEALTH OF STUDENTS.

The health of the students at the time of the enquiry was good and had been for a considerable time, no death having occurred in the Institution for upwards of ten years.

Physician. Dr. Marquise, a medical practitioner of the City of Brantford, has been the School physician for the past fifteen years. He visits the School daily and enquires from the nurses as to any cases requiring his attention, and personally follows them up, if necessary.

Nurses. There are two nurses, Miss Scace, the boys' nurse, and Miss Gilbert, the girls' nurse.

Boys' Nurse. Complaint has been made as to neglect of duty and inattention on the part of the boys' nurse, and a number of cases were brought out in evidence which went to show a lack of that prompt and sympathetic attention which appeared to be called for by the circumstances, one being neglect of a boy for an unreasonable time, whose case turned out to be appendicitis, and who was removed to the City Hospital for operation.

There are 67 boys and 47 girls in the School, and the duties of the boys' nurse consist of attending to their first aid medical needs, and nursing the cases treated in the sick ward in the Main Building, attending to the repairing and keeping in order of the boys' clothing, keeping and dispensing the simple remedies provided by the physician for light cases, and attending in the dining-room on the small boys during meal hours. She complains of being much overworked by reason of these various duties, and if these were conscientiously performed, I think the complaint would be well founded.

From all the evidence, however, I find that she is lacking in the essential qualifications of a nurse, which is her official designation. She appears to have lost the confidence of the boys and not to be a woman of that large-hearted and sympathetic disposition particularly required for this post.

No complaint has been made against the girls' nurse, who has also similar duties to perform for them. These appear to be less onerous, due to the smaller number of girls in the School, as also to the fact that the older girls are taught to keep their own clothing in repair. It would appear that the work of repairing should be more equitably apportioned between the two nurses.

A recommendation made by Dr. Marquise, as also by the School oculist, I think worthy of the consideration of the Department, that is, that a trained nurse, possessed of sympathetic and motherly instincts at the same time, should be appointed over both sections of the Nursing Department, and the boys' and the girls' nurses act as assistants, and attend to the various other duties expected of them. The head nurse could also be of assistance to the girls in teaching physical culture, giving instruction in hygiene, supervising their out-door games and exercises, and seeing that these are regularly and systematically conducted, and generally looking after their physical and social welfare.

In the opinion of the oculist, this nurse could also render valuable assistance in looking after the eyes of such of the students as are diseased or require attention, and would be more competent to detect anything requiring the oculist's attention, and, at the same time, give any treatment prescribed by him.

There is only one sick ward for both boys and girls in the Main Building, and its appointments are unsatisfactory.

Dr. Bell, of Brantford, specialist in eye, ear and nose diseases, is the School oculist. He makes only one visit of inspection a year, and reports thereon to the Department. In the American schools visited, a more frequent inspection appears to be the practice.

At the Ontario School for the Blind, any special cases arising during the year are referred to the Doctor at his office for treatment. If a trained nurse were appointed, Dr. Bell considers that his annual inspection, coupled with the reference of special cases to him, would be quite sufficient.

GYMNASIUM, PHYSICAL EXERCISES AND FIRE-DRILL.

The gymnasium is situated in the boys' section, their classes here-Classes. tofore being in charge of Supervisor Green, and the girls' in charge of

Mr. Maloney. Both boys and girls are divided into junior, intermediate and senior classes for gymnastic exercises. No complaint has been made by the girls against Mr. Maloney's work, but they think that a woman would be more suitable to conduct these classes, and that the older girls would be less sensitive and freer in their movements. They also ask that the usual regulation gymnasium suits should be provided, as appears to be done in other similar institutions.

The boys' classes for the past couple of years have been held at very irregular intervals, and for some time past some of them practically abandoned, and I find that the Supervisor has been seriously neglecting this work. He complains that nearly all the older boys get excused under one pretext or another, the result being that there were only four boys left in the senior class. This I find to be the fact, and the Principal admitted that at the commencement of the term many of the big boys would complain that their work interfered with taking these classes, and on that account they were excused.

Equipment.

I find the gymnasium is fairly well equipped, but that nearly all the apparatus has been neglected, and is defective and out of repair. With any attention on the part of the Supervisor, this condition would not exist, as repairs could readily be made to put everything in order. One or two additions, such as a rowing machine, would give satisfaction to the boys. No gymnasium suits have been so far provided. If this were done, and pupils required to take a shower bath after these exercises, it would conduce to greater cleanliness and health.

Play-grounds.

The boys' dormitory, which was built a couple of years ago, was located in their playgrounds, and no new campus has been laid out for out-door sports since. There is practically no equipment for such games for them, and on the girls' side the conditions are no better, so far as the older girls are concerned, the only thing being a running track with guide wire and rings, and a few seat-swings. The effect of this pronounced neglect of proper in-door and out-door exercises and games for the pupils, is seen in sallow countenances, a general sluggish and hesitating gait, and defective carriage, which should not exist to this extent, even with blind students, under proper conditions. At present there is a paddock used for cow pasture adjoining the boys' dormitory, which might possibly be used to lay out a running track and provide appliances for out-door games and exercises suitable to their condition. The girls' side should also be provided with various other apparatus, such as rocking boats, rope swings, stationary merry-go-rounds, and similar articles.

Value.

Experience shows it is of the utmost importance that the blind should indulge in physical exercises and games. Not having the same incentive to such things, they are naturally disinclined to do so, and, as a rule, require constant reminding and even urging. Only in this way, however, can they acquire sound health and strength, as well as grace, naturalness and confidence in their movements. More than this, such exercises, if conscientiously and systematically persevered in, bring personal enjoyment and satisfaction with their environment, and are a necessary training for later years. This department of work should, therefore, receive persistent and conscientious attention.

Fire-drill has not been conducted in the School for several years.^{Fire-drill.} A cylindrical metal fire-escape is provided in each wing of the Main Building, and both sections are allowed, at certain times, to use these as a sort of past-time, if desired. This, however, is not obligatory, and some of the older students do not use them at all. Besides these appliances, the ordinary fire-drill should be conducted at regular intervals, both in the Main Building as well as in the dormitories.

PHYSICAL, SOCIAL AND MORAL.

I find that nearly half the boys in the School have been addicted^{Personal Habits.} for some years past, in a greater or less degree, to the use of tobacco, either for smoking or chewing, or both, and that there is also considerable profanity prevalent. These habits prevail even among a few boys under fourteen. The practice of smoking has not been prohibited by the Principal, but merely forbidden in the buildings. The Principal states that, on taking office, he found the boys were carrying tobacco about with them, and smoking on the sly, and he thought that, where the older boys had acquired and persisted in the habit of smoking, it was better to allow them to continue the practice under proper restrictions. Unfortunately, the younger boys have also acquired the habit, some of them being addicted to the use of cigarettes. All these habits should obviously be prohibited upon the School premises, for all boys alike. The enquiry into the other moral conditions prevailing in the Institution did not disclose any serious or irregular state of affairs.

At present, there is no systematic attempt made to instruct the^{Hygiene and Etiquette.} pupils in principles of personal hygiene, social etiquette and usages, or in deportment and appearance. The sighted learn by imitation, but those bereft of vision must necessarily rely on instruction, and it is of the utmost importance that the pupils should be given regular and appropriate instruction in all such matters, rather than being left merely to the discretion of the teachers, as at present.

A number of the students, especially boys, have been allowed to^{Personal Appearance.} go around in careless and slovenly dress and general appearance, some with clothes requiring mending, wornout shoes, and hair unkempt. I observed a few cases where blindness had left the eyes in a repulsive condition, and where suitable glasses would improve the appearance. Some instructions might be given to a few of the adult boys in the art of cleaning and pressing clothes. In this way they could help other boys less able to look after themselves. This might also be useful to them as a means of livelihood later.

At the present time, the boys visit a city barber, at their discretion, instead of being required to pay regular visits, or a barber visiting the School at certain times. The same applies to dental care, and the pupils' teeth are very apt to be seriously neglected. In the higher-class Schools of the States, these matters are now given methodical attention.

PRINTING.

The N.Y. Point-Print System of raised type for the blind has been^{N. Y. Point-Print.} constantly in use in this School almost since its establishment. Prior

to Mr. Gardiner's appointment, the School was entirely dependent on American Point-Print Publishing Houses for its supply of books and other literature. After his appointment, however, he started the Printing Bureau in the School, and to that work has devoted much attention, in turning out text books and music used in the School, as also many volumes of general literature. With one lady assistant, he has done all the printing for the School, besides assisting ex-pupils to a considerable extent.

Braille.

In all other similar Institutions in Canada, or elsewhere in the British Empire, the British Braille System is used, and, in fact, except in the United States, Braille is the accepted system throughout the world. Even in the States, what is known as American Braille—a modified form—is widely used. As a result of considerable investigation, I find that British Braille is much preferable from almost every point of view. It is more easily learned and read, besides being much more economical. The fact, also, that it is our National System, and books in this type are published in Great Britain, and provide a much larger, cheaper and more varied range of literature, and of a distinctly national character, should strongly commend its adoption in this Institution. The American Association of Instructors of the Blind, in its convention in Halifax last July, discussed the merits of the two systems, and strongly endorsed the superiority of the Braille as against the N. Y. point, and in all probability Braille will eventually become the universal system.

Comparison of Systems.

In the course of the enquiry, most interesting evidence was given as to the relative merits of the two systems, by three witnesses, all ex-pupils of the Ontario School for the Blind, and all of whom had received their early education in N. Y. Point-Print, namely, Mr. S. C. Swift, M.A., a highly educated and talented blind man, now Secretary of the Canadian Free Library for the Blind (see evidence commencing p. 1,110), Mr. F. W. Johnston, who has had a successful commercial career (see p. 1043), and Mr. John A. Murray, a successful piano-tuner, in Toronto (see p. 1,066). A printing plant for Braille type could be established for probably not more than \$500.00, adequate for all purposes of the School. The printing appears to be much more quickly and economically done, and the system has also other decided advantages. The change from N. Y. point to Braille could be made at the commencement of the term without serious dislocation of the School work, sufficient time being taken before making the change to prepare the necessary text and other books required for use in the School, and enable the pupils during long vacation to become familiar with the type. An official stereotyper should be in charge of this Bureau, and need not be a highly paid official, practically all that is required being an ordinary good High School education. With one or two assistants, who might be advanced blind pupils, or ex-pupils, the stereotyper could do all the work of this branch.

Printing Plant.

EXTRA PROVINCIAL STUDENTS.

There are some sixteen students now in the School hailing from other Provinces in Canada. As yet, no Provincial School for the Blind has been established in any of the Western Provinces, and a number of their juvenile blind have been received into this School for education, instruction and incidental maintenance, upon an arrangement whereby the Provinces from which they come, pay \$150.00 a year per capita for their tuition and maintenance. This has apparently been the practice since the establishment of the School. This cost appears to have been running in recent years from \$400.00 to \$500.00 a year, the result being that Ontario has only been receiving about one-third its outlay for the instruction and maintenance of such students. Moreover, this does not take into account the capital expenditure, and it would appear only reasonable that the other Provinces, in taking advantage of the Institution provided, at large expense, by this Province, should at least defray the actual cost of maintaining and educating their pupils.

SCHOOL PREMISES.

The two new dormitories are modern, well appointed buildings. Some small repairs and equipment are needed, as noted later.

There are no special study-rooms provided for boys or girls at present in the Main Building. There are three rooms now being used on the girls' side for study and recreation, and five on the boys' side. One room on either side should be set apart for older pupils for study only, and should be suitably and comfortably furnished. The pupils themselves would willingly help to make various articles required for this purpose.

Additional accommodation is also needed for piano practice.

There is no swimming tank on the premises. This would prove of great value to the health and pleasure of the students. It might be found practicable and economical to install this in the basement of one of the dormitories.

The ventilation of the main building is bad. The upper sashes of the windows are stationary and need to be properly hung. The constant raising of the lower sash for ventilating purpose is a fertile cause of colds and other School illness.

There are no verandahs attached to the Main Building, and no covered promenade for the students to use during inclement weather.

FIELD SECRETARY.

In a number of leading Schools for the blind in the States, as also the one at Halifax, an officer known as a Field Secretary, is employed. He renders excellent service in looking up the neglected juvenile blind and seeing that those eligible are promptly placed in School, as well as visiting ex-pupils and other adult blind persons in their homes, for the purpose of becoming conversant with their circumstances and needs, and, where necessary, endeavouring to secure employment for them, and giving practical assistance in many other ways.

Mr. Donkin, Instructor in the Willow Department, has, occasionally, during his holidays, done some work of this character with his former pupils, but nothing like a regular or systematic attempt has ever been made to take it up in a comprehensive way.

To commence with, one of the Instructors in the Industrial Department might be allowed to devote his time during the long vacation to following up this work, and if the exclusive services of a special officer were subsequently found desirable, such an appointment could be made.

With the above findings and observations, I make the following recommendations:

CONSTITUTION.

Recommendations.—

1.

- (a) That the name of the chief executive officer be “Superintendent,” rather than “Principal,” and the head of the Literary Department be called “Principal” and “Assistant Superintendent,” and the Act changed accordingly.
- (b) That a new set of by-laws be prepared and promulgated to govern the Institution, as well as a new set of rules and regulations to regulate the conduct of the School.

MANAGEMENT AND DISCIPLINE.

2.

- (a) That discipline be administered more strictly, under the supervision of the Superintendent, or, in his absence, the Assistant, and, where necessary to administer physical punishment, the strap only be used, and that all cases be reported promptly to the Superintendent.
- (b) No recommendation is necessary with reference to the Principal, or Messrs. Maloney and Green, the Principal having resigned and the others having severed their connection with the School since the enquiry.
- (c) That all classes be systematically supervised by the Superintendent, or his Assistant, to see that the curriculum is being properly carried out, and methods of teaching and progress satisfactory.
- (d) That regular faculty or staff meetings be held at frequent intervals, to discuss special matters arising from day to day, and problems incident to the education of the blind.
- (e) That the Superintendent be allowed the assistance of a competent stenographer and bookkeeper to help with the clerical and routine work of the office. Her spare time, if any, could be utilized in assisting to teach typewriting.

OFFICERS AND TEACHING STAFF.

3.

- (a) That owing to the advanced age of the Assistant Principal, he be retired on a suitable allowance, in view of his forty years of faithful and conscientious service, and a thoroughly competent and well qualified educationist of standing and character, appointed as head of the Literary Department. If a suitable blind man with the necessary qualifications is available, would favour his appointment.

Recommendations.—

- (b) In any subsequent additions to, or changes in, the Musical Department, would recommend that a thoroughly qualified and otherwise suitable blind graduate in music be added to this department.
- (c) That the boys' nurse, Miss Scace, be retired, and that a refined woman, with some nursing experience, and possessed, at the same time, of sympathetic and motherly instincts, be appointed in her place, so soon as such an appointee is available.
- (d) That a trained nurse, with other necessary qualifications, be appointed to take charge of the Nursing Department of the whole School, as well as physical culture, hygiene, and out-door exercises for the girls.
- (e) That the boys' nurse and the girls' nurse be hereafter known as "Assistant Nurses," and that the other incidental duties of their positions be more equitably apportioned between them, as previously indicated.

LITERARY DEPARTMENT.

4.

- (a) That all literary teachers be required to become thoroughly conversant with the point print.
- (b) That class work in point reading and writing be regularly and systematically conducted, and speed exercises given to promote proficiency.
- (c) That history, composition and literature be properly classified like other subjects in the department, and that elocution be added to the list of subjects taught.
- (d) That the curriculum be made to conform to the Public School course, and a written Entrance Examination, under strict supervision, be required of students on completion, with School examinations twice a year during each term, and promotions made on the results.
- (e) That a High School class be formed and a suitable curriculum of work prepared, unless other arrangements are made for this work being taken up in ordinary High Schools.
- (f) That all class work be carried out under the systematic direction and supervision of the Principal.

MUSICAL DEPARTMENT.

5.

- (a) That a thoroughly competent and qualified musician be appointed as director, to devote his whole time exclusively to this department, and to have direction of the department, under the constant supervision of the head of the School.
- (b) That a new modern pneumatic pipe-organ be installed in place of the old one, now worn out and useless, and that a small practice pipe-organ be also added to the department.
- (c) That at least four of the present practice pianos be turned over to the Piano-Tuning Department, and an equal number of new pianos of superior quality be provided in their places.
- (d) That the better pianos in this department be set aside for the use of the advanced or talented pupils.
- (e) That, if practicable, this department become affiliated with Toronto University, and the curriculum, in theory and otherwise, as well as the examinations, be made to conform to the work in that Institution, and certificates be also granted by it to graduates on completion of course.

Recommendations.—

- (f) That a better classification be made among the more advanced pupils to differentiate between those with special talent, or who are taking up music as a vocation, and those without such ability, or who are studying it merely for entertainment or accomplishment.
- (g) That regular and systematic attention be paid to staff notation and a normal course in teaching.
- (h) That a post-graduate course be provided for any graduates showing exceptional ability, when more advanced and additional teachers' work can be taken up. Arrangements might be made to enable these post-graduate students to teach sighted pupils from the Public Schools, at a Nominal charge of say \$5.00 a term, to be paid the teacher.
- (i) That suitable means be adopted for the preservation of instruments, in the way previously suggested.
- (j) That, so far as practicable, the printing facilities of the School be used to provide pupils with point copy of their studies, as well as assist ex-pupils of the department.

TUNING DEPARTMENT.

6.

- (a) That an instructor be engaged to devote his whole time to the department, as against the half-day system heretofore in vogue. The present instructor is doing efficient and satisfactory work.
- (b) That four of the existing pianos, which are worn out and useless, be replaced with an equal number of suitable pianos from the practice rooms in the Musical Department, the old ones so replaced to be utilized in the Department for regulating and repairing instruction and practice.
- (c) That a player piano and two reed organs be added to the equipment, to familiarize pupils with their mechanism and workings, as they will meet with many of these in their tuning work after leaving the School. Used organs which the Instructor can provide at \$50.00 each would be suitable for the purpose.
- (d) That regulating and repairing instruction should be given, especially in the last two years of the course, after students had proved their ability to become tuners.
- (e) That pupils be divided into grades, and a regular systematic curriculum of work, covering say a three or four year period, should be formulated and carried out, similar to the course mapped out by a few of the leading American institutions of the kind.
- (f) That rigid examinations be held at the end of each term and promotions made on merit. These would be still more useful and appreciated by the students if conducted by a competent blind tuner who is a graduate of the School and has had a successful career in tuning.
- (g) That upon graduation, certificates be granted either by the School, or preferably, if it can be arranged, through affiliation with the Faculty of Music of Toronto University, examinations to be thorough and of high standard, and to be the same for every candidate.
- (h) That continuation in the department be in the discretion of the instructor, after a reasonable period of probation. He should be the best judge of the ability of any applicant to make a success of tuning.

Recommendations.—

- (i) That additional space, required for repairing instruction, as also for a class room, be provided by partitioning off from the hammock room adjoining.
- (j) That the lavatory in this building be put in sanitary condition, and separate conveniences be provided for the wicker shop, to prevent disturbance and interruption of this department.
- (k) That a tuning outfit, to cost about \$30.00 each, be furnished pupils on receiving certificates, where they are unable to provide for themselves.
- (l) That senior pupils, under the direction of the instructor, attend to all tuning, regulating and repairing of pianos in the School.
- (m) The School should endeavour, through communications by the Principal and the Instructor, to secure employment for certificated tuners by recommending their services to influential persons in the community in which they propose to settle, and in other ways.

WICKER-WORK.

7.

- (a) That the whole Willow Shop be given over to this department, and the Isolation Hospital removed to the upper flat of the Main Building, where located some years ago. Alterations should be made in the premises to further the interests of the shop, as previously outlined.
- (b) That more systematic methods be introduced, and efficiency and speed tests made during and at the end of each term, and pupils ranked by results.
- (c) That a certificate be issued by the School to each pupil on completing his course.
- (d) That a kit of tools be furnished to a pupil completing his course unable to provide such for himself, as it is important in the interests of the pupil and the community that no time should be lost in applying himself to active work, and that he should not be allowed to drift into idleness or mendicancy.
- (e) That a regular system be adopted to keep track of all pupils completing the course, and the instructor be allowed to visit ex-pupils during long vacation to give suggestions and practical aid in assisting them to become self-supporting.
- (f) That the necessary raw materials be furnished to ex-pupils at cost.
- (g) That a share of the manufacturing profit be paid pupils on sale of their products, to encourage increased effort.
- (h) That, as soon as practicable, instruction in broom-making be taken up in connection with this department.

SLOYD.

8.

That this department be continued and a competent instructor appointed, and that girls, so desirous, be given occasional instruction in this work.

DINING-ROOM.

9.

- (a) That a competent male cook be engaged to take the place of the female cook.

Recommendations.—

- (b) That the scale of wages for matron's help, generally, be raised to secure more efficient service.
- (c) That a number of the older boys and girls, with some sight, be permitted to assist in waiting on tables, both to expedite service and as a means of training.
- (d) That teachers on duty at meals instruct in table etiquette as well as maintain discipline.
- (e) That pupils over fourteen years of age be provided with smaller tables and a more home-like lay-out of table linen, dishes and cutlery.
- (f) That the breakfast bell be rung at 7 a.m.

GYMNASIUM, PHYSICAL EXERCISES AND FIRE-DRILL.

10.

- (a) That the apparatus in the gymnasium be overhauled and put in thorough repair, and a rowing machine added.
- (b) That all pupils be obliged to join a gymnasium class, and no one be excused except for illness or other like reason.
- (c) That regular, systematic and more frequent classes be conducted.
- (d) That gymnasium suits be provided for all members of these classes, and students encouraged to use the shower baths after such exercises.
- (e) That a boys' campus or play-ground be laid out, convenient to their dormitory, and suitable apparatus provided for out-door sports, and these regularly conducted under the direction of the Supervisor.
- (f) That similar apparatus, suitable to the senior and intermediate classes, be provided for the girls' play-ground, and all be obliged to participate in the sports and take regular out-door exercises, under the direction of their Supervisor.
- (g) That competitive field sports be conducted for both boys and girls in May or June of each term.
- (h) That fire-drill be given at proper intervals.

HEALTH OF STUDENTS.

11.

- (a) That the old Isolation Hospital in the upper flat of the Main Building be fitted up and again used for such purpose.
- (b) That the present sick ward be equipped with more suitable furniture and conveniences, and running water installed, and be used for boys only.
- (c) That a room in the girls' section be fitted up in like manner for the use of patients from that side.
- (d) That the lavatories in the Main Building be provided by the Matron with more towels, and that these be more frequently and regularly changed.
- (e) That pupils requiring to use their rooms in the dormitories during the day, be permitted to do so, with the approval or consent of any member of the staff.

PHYSICAL, SOCIAL AND MORAL.

12.

- (a) That the use of tobacco in any form be prohibited, as also the habit of profanity, and that careful attention and supervision be given to the moral training of all pupils.

Recommendations.—

- (b) That there be regular and systematic instruction in the principles of personal hygiene, social etiquette and usages, and more supervision over the deportment and appearance of the pupils.
- (c) Opportunities for social intercourse, especially with the sighted, should be encouraged, and arrangements made for recitals, concerts and such like entertainments, to be given outside the School. These will serve the dual purpose of advertising the School and the character of its work, and, at the same time, of introducing talented pupils to the favourable notice of the public. The practical experience and training in appearing before public audiences will also prove highly beneficial.

PRINTING.

13.

That the British Braille System of raised type of printing for the blind be substituted for the New York Point, at present in use, as soon as practicable with due regard to all considerations.

EXTRA-PROVINCIAL STUDENTS.

14.

That the charge made by this Province against other provinces for the education, instruction and incidental maintenance of their blind pupils, should be based on the actual per capita cost thereof, without regard to capital expenditure represented by the plant.

SCHOOL PREMISES.

15.

- (a) That the baths and showers in the boys' and girls' dormitories be suitably screened off with curtains or partitions, and that the fire doors in these buildings be put and kept in order.
- (b) That all windows in the Main Building be hung with weights.
- (c) That two rooms, one for adult girls, and the other for adult boys, be set aside for study only, and suitably and comfortably furnished. The geography maps should also be placed in these rooms.
- (d) That a full supply of lockers be installed in the Main Building for all pupils.
- (e) That additional space be provided for piano practice. One of the five assembly rooms on the boys' side might be partitioned for this purpose.
- (f) That, so soon as practicable, a swimming tank be installed and a covered promenade erected for the students' use during inclement weather.
- (g) That an open-air skating rink, as well as a slide for tobogganing or sleighing, should be laid out on the grounds for use by the students during the winter months. The natural features of the grounds can be used to advantage for the latter purpose.

FIELD SECRETARY.

16.

That an officer known as a field secretary be appointed, to promote the outside interests of the School and render practical assistance to ex-pupils, and incidentally to other adult blind of the Province.

Recommendations.—

EXTENSION OF MANUAL OR VOCATIONAL TRAINING.

It is a moot question among prominent educators and instructors of the juvenile blind as to how far industrial training should be extended in an institution of this kind. The better judgment, however, appears strongly to lead to the conclusion that the essential character of "school," or place of education, should be constantly borne in mind, and that vocational or industrial training should be subordinated to that purpose.

With the blind, it takes the place of the Public School, and its first aim should be to educate and train the pupils, so that they may become intelligent, useful and contented citizens. Incidentally, however, a certain amount of manual or vocational training has always been included as a proper and necessary part of the work of such an institution.

Music finds a place in the curriculum of all such schools, both on account of its general educational, as well as vocational, advantages, and is always given a prominent place in their courses.

Instruction also is commonly added in piano-tuning, which is peculiarly adapted to the blind; owing to their possessing, to a large degree, the special qualifications required for success in this pursuit.

Broom, whisk and brush-making, willow or basket-work, and carpet and rug-making are also sometimes found united under one instructor, and known as the industrial department.

Other occupational branches, such as cobbling or shoe-repairing and metal work, as also massage and osteopathy, have been undertaken in a few institutions, largely in an experimental way, and in the most progressive, commercial training is given special attention.

Based on the best experience, it would appear preferable that the time and attention of the School should not be taken up by attempting too many things, but rather in endeavouring to make a success of a few industrial departments.

I would, therefore, strongly recommend, first and foremost, the introduction of a thorough commercial business course, including commercial stenography and salesmanship. For this purpose some six or eight reconstructed typewriting machines should be procured, and these, with the four machines at present used by a few of the pupils for their correspondence, would be sufficient to give instruction and practice to the students likely to take advantage of these facilities. A dictaphone should also be procured for use in connection with the teaching, so that on completion of their course the pupils might be qualified to take positions where dictaphones are in use.

In connection with the commercial course, occasional addresses and talks by prominent men of experience and standing in practical life would prove of much benefit.

As an outside interest, I would also recommend the introduction of poultry-raising and dairying, on a limited scale. The evidence discloses the fact that a number of students from agricultural districts have been already engaged in similar work and find that they can well adapt themselves to it, as also to gardening. The long vacation, however, under our conditions of climate, seems to interfere considerably with the latter being taken up in this School. Owing to the increasing trend of prices for such products, the time is opportune for a commencement in this line.

ADMINISTRATION AND INSPECTION.

Recommendations.—

In order to assimilate and adopt the numerous recommendations and suggestions made with the view of improving the general character and management of the School, which will necessitate a considerable reorganization, I would recommend that some competent official should be appointed, charged with the duty and responsibility of superintending the work of such reorganization, and carrying into effect the recommendations herein made, and subsequently seeing that the School is conducted in accordance therewith.

In many of the most successful institutions of the kind in the States and elsewhere, a board of managers or trustees has been constituted, some, if not all, of whom receive their appointment from the Governor of the State. In a number of these cases, however, the institution is incorporated, and heavily endowed through private generosity, although largely assisted by the State. The Brantford School is entirely supported by the Province, without endowment or other assistance from private philanthropy. It would appear to me, however, that if a limited number of persons, with special qualification and standing in the community, to be known as "Official Visitors," were appointed by the Lieutenant-Governor for a three-year term, charged with the duty of visiting and inspecting the School, and reporting to the Minister of Education thereon at stated intervals, it would conduce to greater public interest in the School and greater success in its management. If such a course were adopted, I would recommend that a successful blind graduate or ex-pupil of the Institution, should be one of the Official Visitors. These would, of course, serve without compensation, their expenses only being defrayed.

PREVENTION OF BLINDNESS AND CONSERVATION OF VISION.

Closely allied with the above matters and arising thereout, is a problem which has been receiving careful and scientific consideration in a great many states of the Union.

One prolific cause of juvenile blindness is what is technically known as Ophthalmia Neonatorum, or, popularly, inflammation of the eyes of the new-born. Statistics of schools for the blind go to establish the fact that about twenty per cent., or even more, of all blindness in such schools has been caused by this disease, which, through the progress of science, has now been found to be almost entirely preventable.

The disease generally occurs within the first fortnight after birth, and requires immediate treatment by a simple prophylactic remedy to counteract its effect. If this is neglected the child is doomed, with practical certainty, to a lifetime of blindness.

Largely through the instrumentality of various associations for the blind, and particularly through the splendid work of the National Committee for the Prevention of Blindness, which maintains a permanent office at 130 East Twenty-second Street, New York City, the American public has become educated to the grave importance of this

subject, and remedial Legislation has been enacted in some thirty-seven States of the Union. In these, what is known as the "Reporting Law" is in force, making it compulsory to report all cases of what is known as "Babies' Sore Eyes," to the local health officer within a few hours after being detected, and providing means, as well as remedies, for following same up with the necessary skilled treatment. In this way blindness from this particular cause has been largely reduced, with inestimable benefits both to the afflicted children as well as to the community at large.

Other
Causes.

Preventable Legislation has also been enacted in a number of these states dealing with various other causes of blindness, including, in particular, that so frequently caused from wood alcohol, and blindness due to industrial accidents, and I would strongly recommend the consideration and adoption of similar measures in this Province.

Defective
Eye-Sight
Classes.

In a number of the Public Schools in the larger centres of the States, as also in England, provision has been made for "defective eye-sight classes" for the purpose of conserving the vision of children with defective eyes, and enabling them to obtain an education, along with their sighted companions, and surrounded by home influences.

One or two schools are usually selected in each such centre for this special work, which all eligible pupils in that vicinity attend. Besides the manifest advantage to the pupils of acquiring their education in their natural environment, this has proved to be a wise policy for the state, from an economical standpoint, as the expense of educating children under these conditions is much less than for maintenance and tuition in a special school for the blind, and I would recommend the Department's consideration of this problem.

THE ADULT BLIND.

Organized
Co-operative
Work.

Much useful work has been done in the Eastern and other States for the adult blind, through systematic co-operation of the state, the municipality and private philanthropy. Some of these states have established a state commission for the blind, a permanent body, following up five separate lines of endeavour, namely, Prevention, Education, Employment, Recreation and Relief, and for this work the state makes an annual appropriation.

State Com-
missions.

For the purpose of providing employment, these commissions have established workshops in different centres, under sighted management and supervision, and conducted on well organized and economical lines. Appropriations are frequently made to assist this work by municipalities, and private philanthropy has also contributed a large share to its success. The men are paid a reasonable wage. Some of these establishments are purely factory shops; others are industrial homes, or, as they are sometimes called, occupational colonies, providing board and lodging and reasonable comforts of life in connection therewith. Some of these establishments have attained a large measure of success, particularly so those visited in Philadelphia and Boston.

So far, this work does not appear to have been taken up in this Province, except in the case of one small shop recently established at Ottawa by private persons, philanthropically disposed, and, as it is of great importance that those citizens so seriously handicapped—to many of whom blindness comes late in life—should receive proper consideration at the hands of the state, I would recommend that this problem receive due consideration. The Dominion Government has taken up the question of providing employment for returned soldiers who have been disabled in the war in various ways. Some of these, unfortunately, will return bereft of sight, and, for such cases, special provision will be found necessary, and it might be found practicable for the Province to act in co-operation with the Dominion Government in making provision for employment, as well as other requirements, of this class of handicapped citizens.

I have the honour to be,

Sir,

Your humble and obedient servant,

N. B. GASH,

Commissioner.

Toronto, February 12th, 1917.

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